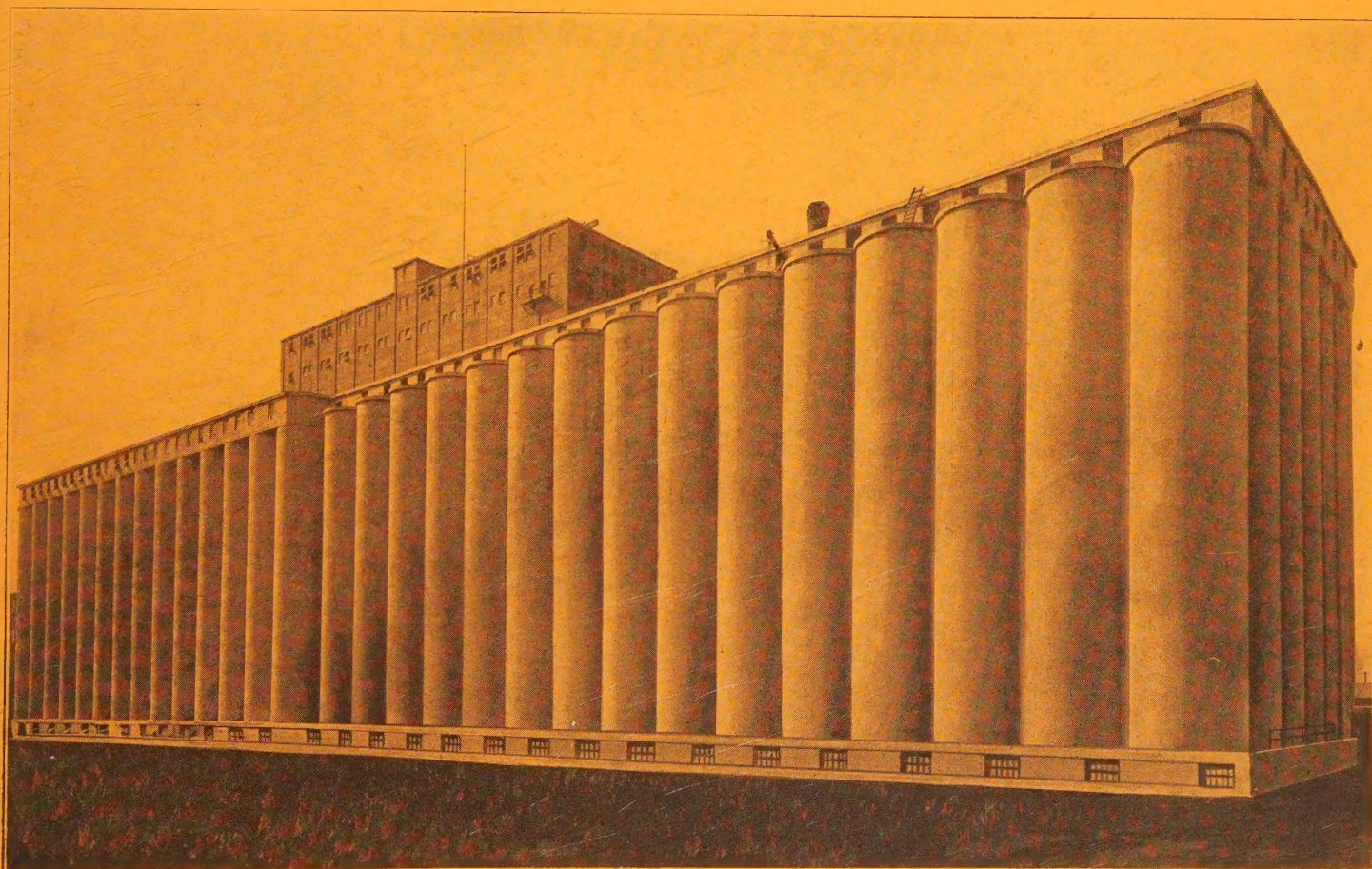


GRAIN DEALERS JOURNAL

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THIS year's large receipts of wet grain emphasize the importance of efficient grain drying equipment. If your elevator is equipped with the

MORRIS GRAIN DRIER

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Everything for Every Mill and Elevator



Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

AMARILLO, TEXAS.

Early Grain & Elevtr. Co., wholesale grain.*
Stone & Co., Lester, wholesale grain.*

ATCHISON, KANS.

Moore-Lawless Grain Co., consgts., futures, pvt. wires.*

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Commercial Exchange Members.

Hayn & Sims, wholesale brokers, grain, hay.*

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Chamber of Commerce Members.

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England & Co., Inc., Chas., grain, hay.*
Fahy & Co., John T., grain receivers and exporters.*
Gill & Fisher, receivers and shippers.*
Hammond, Snyder & Co., Inc., receivers, exporters.*
Hax & Co., G. A., grain, hay, seeds.*
Johnston Co., Thos., receivers & shippers.*
Jones & Co., H. C., receivers, shippers, exporters.*
Lederer Bros., grain receivers.*
Robinson & Jackson, grain commission merchants.*
Steen & Bro., E., grain receivers and exporters.*

BLOOMINGTON, ILL.

Hasenwinkle-Scholer Co., corn and oats.

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Chamber of Commerce Members.

Beuzaquin, Matthew D., grain brokerage commission.*

BUFFALO, N. Y.

Corn Exchange Members.

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Armour Grain Co., grain merchants.*
Burns Bros. Grain Corp., grain commission.*
Davis, Inc., A. C., grain.*
Harold, A. W., grain, barley a specialty.
McConnell Grain Corporation, commission merchants.*
McKilien, Inc., J. G., receivers and shippers.*
Pratt & Co., receivers, shippers of grain.*
Ratcliffe, S. M., commission merchant.*
Seymour-Wood Grain Co., consignments.*
Sunset Grain & Feed Co., grain & feed.*
Townsend Ward Co., The, consignments.*

CAIRO, ILL.

Board of Trade Members.

Cairo Grain Com. Co., consignments.*
Halliday Elevator Co., grain dealers.*
Hastings Co., Samuel, receivers & shippers.*
Hastings-Stout Co., grain merchants.*
Lynch Grain Co., grain dealers.*
Thistlewood & Co., grain and hay.*

CEDAR RAPIDS, IOWA.

Gifford Grain Co., grain and grain products.*
Kinz Wilder Grain Co., grain shippers.*
Murrel Grain Co., Ray, recvrs. and shprs.*

CHATTANOOGA, TENN.

Chattanooga Feed Co., mfrs. feed; shprs. gr., hay, feed.

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Armour Grain Co., grain buyers.*
Bailey & Co., E. W., grain commission merchants.*
Bartlett-Frazier Co., grain merchants.*
Brennan & Co., John E., grain commission merchants.*
Carhart & Co., Harwood Co., grain commission.*
Dole & Co., J. H., grain and seeds.*
Freeman & Co., Henry H., grain, hay, straw.*
Gerstenberg & Co., commission merchants.*
Harris, Winthrop & Co., grain commission.*
Hitch & Carder, commission merchants.*
Holt & Co., Lowell, commission, grain and seeds.*
Lamson Bros. & Co., consignments solicited.*
McKenna & Dickey, commission merchants.*
Mumford & Co., W. R., grain, hay, millstuffs.*
Norris Grain Co., grain merchants.*
Pope & Eckhardt Co., grain and seeds.*
Rang & Co., Henry, grain merchants.*
Requa Bros., wheat a specialty.*
Rosenbaum Brothers, grain merchants.*
Rosenbaum Grain Co., J., commission merchants.*
Runsey & Co., grain commission.*
Sawyers Grain Co., consignments.*
Schiffin & Co., P. H., commission.*
Shaffer Grain Co., J. C., grain merchants.*
Somers, Jones & Co., grain and field seeds.*
Uppike Grain Co., consignments.*

*Member Grain Dealers National Association.

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Grain & Hay Exchange Members.

Early & Daniel Co., grain, hay, feed.*

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Grain & Hay Exchange Members.

Bailey, E. I., grain and millfeed.*
Cleveland Grain & Milling Co., The, recvrs. & shprs.*
Gates Elevator Co., The, receivers and shippers.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Strauss & Co., H. M., receivers, shippers hay & grain.*

COLUMBUS, OHIO.

Smith-Sayles Grain Co., The, buyers and shippers.*

DAVENPORT, IOWA.

Davenport Elevator Co., receivers and shippers.*

DECATUR, ALA.

Lyle-Taylor Grain Co., whlse. grain, hay, feeds.

DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.*

DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain and hay.*
Conley-Ross Grain Co., The, grain and beans.*
Crescent Flour Mills Co., The, merchant millers.*
Crowell Elevator Co., wholesale grain.*
Denver Elevator, wholesale grain, flour, millfeed.*
Houlton Grain Co., wholesale grain.*
Kellogg Grain Co., O. M., receivers and shippers.*
McCaull-Dunsmore Co., wholesaler and commission.*
Moore-Lawless Grain Co., private wires to all markets.*
PHELPS Grain Co., T. D., wholesale grain.*
Rocky Mountain Grain Co., export and domestic grain.*
Summit Grain Co., wheat, corn, oats, rye, barley.*

DES MOINES, IOWA.

Board of Trade Members.

Des Moines Elevtr. & Gr. Co., oats a specialty.
Iowa Corn Products Co., receivers and shippers.*
Lockwood, Lee, broker.*
Marshall Hall Grain Co., grain commission.*
Rang & Co., Henry, grain commission.*
Taylor & Patton Co., corn and oats.*

DETROIT, MICH.

Board of Trade Members.

Dumont, Roberts & Co., receivers, shippers.*
Huston, C. R., grain and hay.*
Lichtenberg & Son, oats, corn, hay, straw.*
Simmons & Co., F. J., grain and hay.*
Swift Grain Co., consign or ask for bid.*

FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., merchants—commission, consignments.*
Transit Grain & Com. Co., consignments, brokerage.*

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Grubbs Grain Co., E. A., track buyers.*

HASTINGS, NEBR.

Koehler-Twidale Elevator Co., grain dealers.*

HATTIESBURG, MISS.

Merchants Grocery Co., whlse. grocers, grain, fd., nr.

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.*
Rothschild Co., S., grain, c/s products, rice b/p.*

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Board of Trade Members.

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Boyd Grain Co., Bert A., strictly brokerage & com.*
Cleveland Grain & Milling Co., grain commission.*
Hart-Malbucher Co., grain merchants.*
Hayward-Rich Grain Co., grain commission.*
Hill Grain Co., The, grain merchants.*
Kinney Grain Co., H. B., recvrs. & shippers.*
National Elevator Co., grain merchants & Comm.*
Menzie Grain & Bkg. Co., Carl D., grain merchants.*
Montgomery & Tompkins, receivers & shippers.*
Steinhart Grain Co., commission and brokerage.*
Witt, Frank A., grain commission and brokerage.*

JACKSON, MICH.

Bartlett, J. E., broker.

JACKSON, MISS.

Royal Feed & Mfg. Co., mixed feed mfrs.

KANSAS CITY, MO.

Board of Trade Members.

Christopher & Co., B. C., kafir, feterita, milo.*
Davis Grain Co., A. C., grain commission.*
Denton Kuhn Grain Co., consignments.*
Ernst Davis Grain Co., commissions.*
Federal Grain Co., receivers, shippers.*
Frisco Elevators Co., grain merchants.*
Goffe & Carkner, grain commission.*
Hall Baker Grain Co., consignments.*
Lichtig & Co., H., kafir, milo, screenings.*
Locan Bros. Grain Co., receivers and shippers.*
McCord-Logan Grain Co., commission merchants.*
Miller Grain Co., S. H., consignments.*
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., grain receivers.*
Norris Grain Co., grain merchants and exporters.*
Roehen Grain Co., E. E., consignments.*
Rocky Mt. Grain & Com. Co., consignments.*
Root Grain Co., consignments and futures.*
Scular Bishop Grain Co., receivers and shippers.*
Shannon Grain Co., consignments.*
Simonds, Shields, Lonsdale Grain Co., grain.*
Smith-Weekes Bkg. Co., grain broker.*
Terminal Elevators, grain merchants.*
Thresher Grain Co., R. J., grain commission.*
Watkins Grain Co., consignments.*
Wilser Grain Co., consignments.*

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Western Grain Co., hay, grain, seeds, mill pdts.

LIBERAL, KANS.

Vickers Grain & Seed Co., grain and field seeds.

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Gordy Co., C. L., grain brok., hay, grain, millfeed.*

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Callahan & Sons, receivers and shippers of grain.*
Kentucky Public Elevator Co., storers and shippers.*
Verhoeff & Co., H., receivers and shippers.*
Zorn & Co., S., receivers and shippers.*

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.

McKINNEY, TEXAS.

Reinhardt & Company, wheat, corn, oats, maize.*

MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker and com., consignments.*
Buxton, E. E., broker & commission merchant.*
Davis & Andrews Co., grain, mixed feed.*
U. S. Feed Co., grain, hay, mill feed.*

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

(Continued on next page.)

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

MILWAUKEE, WIS.

Chamber of Commerce Members.

Bacon Co., E. P., grain and seed.*
Bell Co., W. M., commission merchants.*
Bush Grain Co., grain merchants.
Cargill Grain Co., grain and seeds.
Donahue-Stratton Co., dlrs. grain and feed.*
Flanley Grain Co., consignments solicited.
Frankie Grain Co., feeds, grain, hay.
Fraser-Smith Co., commission merchants.
Froedtert Gr. & Malting Co., grain commission.
Kamm Co., P. C., grain shippers.*
La Budde Feed & Grain Co., grain and feed.
Lamson Bros. & Co., grain commission.
Milwaukee Grain Commission Co., grain commission.
Rang & Co., Henry, commission merchants.
Runkel & Dadmun, grain commission merchants.*
Taylor & Bournique Co., grain merchants.*
Udpike Grain Co., consignments solicited.*

MERIDIAN, MISS.

Board of Trade Members.

Lyon & Co., A. J. whse. gro., grain, feed.
Threefoot Bros. & Co., whse. grain, feed, flr., gro.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

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Cereal Grading Co., grain merchants.*
Hankinson & Co., H. L., grain commission.*
Malmquist & Co., C. A., receivers & shippers.*
Marfield Grain Co., grain commission.*
McNeill Dinsmore Co., consignments solicited.*
Sheffield Elevator Co., shippers of grain.*
Sterling Grain Co., receivers and shippers, all grains.*
Van Dusen-Harrington Co., grain merchants.*
Zimmerman, Otto A., grain and feed.

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Board of Trade Members.

Anderson & Jackson, Inc., exporters of grain.*
Fox Co., G. B., exporters.*
Nathan, Edw., succr. to Nathan & Feltis, fwdg. agt.*

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Produce Exchange Members.

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Knight & Company, commission merchants.*
Muller & Co., Inc., W. H., recvrs., buyers, exporters.*
Therrien, A. F., broker.

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McKay-Reece Co., wholesale seeds & grain.

NORFOLK, VA.

Moon-Taylor Co., grain and hay brokers.

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Cherokee Grain Co., grain merchants.*
Lang Grain Co., J. H., prompt and efficient service.*
Marshall Grain Co., grain, feed, seeds.*
Moore, George L., grain merchant.
Okla. City M. & E. Co., grain merchants, millers.*
Perkins Grain Co., W. L., brokers.*
Scannell Grain Co., E. M., grain and feed.*
Stinnett Grain Co., grain merchants.*

Stowers Grain Co., W. E., commission merchants.*
Vandenburgh, Jesse, milling wheat.*
Vandever Grain Co., wholesale grain.
White Grain Co.*

OMAHA, NEBR.

Grain Exchange Members.

Butler Welsh Grain Co., grain merchants.*
Crowell Elevator Co., receivers, shippers.*
Roberts Grain Co., Geo. A., grain merchants.*
Stockham Grain Co., E., commission merchants.*
Taylor Grain Co., commission and brokers.*
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., grain commission.
Udpike Grain Co., consignments.*

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Ross Milling Co., The, millers, hard wheat flour.

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Bowen Grain Co., H. D., receivers & shippers.
Cole Grain Co., Geo. W., receivers and shippers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.
Harrison, Ward & Co., receivers & shippers.*
Luke Grain Co., grain commission.*
Miles, P. B. & O. C., grain commission.*
Turner Hudnut Co., receivers and shippers.*
Tyng Grain Company, receivers and shippers.*

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Commercial Exchange Members.

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Dunwoody Co., Ezl., flour, grain, feed.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Stites, A. Judson, grain and millfeed.*

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Balbach, Paul A., grain buyer, all markets.

ROANOKE, VA.

Albergotti Bros. & Co., brokers.*

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Grain Exchange Members.

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Mayo Milling Co., millers, grain, feed seeds.*
Morris & Co., C. F., grain, feed, hay, flour brokers.*
Saginaw Milling Co., jobbers grain, hay, feed, beans.

ROCHESTER, N. Y.

Dalley Bros., Inc., receivers and shippers.*

SALINA, KANS.

Board of Trade Members.

Bossemeyer Grain Co., The Paul, grain merchants.*
Freeman-Faith Grain Co., receivers and shippers.
Hayes Grain Co., Always in the market.
Rickel, E. L., grain receiver and shipper.
Service Grain Co., grain, feed, grain products.*
Weber Flour Mills Corp., millers, exporters, grain dlrs.*

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Grain Exchange Members.

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Button-Simmons Grain Co., grain commission.*
Gordon Grain Co., grain commission.*
Marshall Hall Grain Co., consignments solicited.*

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King, Douglas W., wheat, corn-brok., Texas B. Oats.*

ST. LOUIS, MO.

Merchants Exchange Members.

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Graham & Martin Grain Co., grain commission.*
Marshall Hall Grain Co., grain commissions.*
Langenberg Bros. Grain Co., grain commission.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain and grain seed.*
Turner Grain Co., grain commission.*

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Board of Trade Members.

Button Co., L. C., grain commission.*
McCaull Dinsmore Co., commission.*
Western Terminal Elevator Co., receivers and shippers.*

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Burke Grain Co., grain merchants.

SUFFOLK, VA.

Tidewater Brokerage Co., brokers, distributors.

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Bossemeyer Bros. Terminal Elevator.*

Elliott & Myers, grain merchants.*
Superior Terminal Elvtr. Co., grain, corn products.

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King & Co., C. A., grain and seeds.*
Southworth & Co., grain and seeds.*
Wickenhiser & Co., John, grain receivers, shippers.*

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Derby Grain Co., wheat, corn, oats, and millfeed.*
Golden Belt Grain & Elvtr. Co., The, recvrs. & shpr.*
Topeka Grain Co., wheat, corn, oats, mill & ctn. feed.*

WASHINGTON, D. C.

Wilkins-Rogers Mfg. Co., Inc., receivers and shippers.*

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Hipple Grain Co., consignments.
Kansas Flour Mills Co., receivers and shippers.
Raymond Grain Co., consignments.
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Strong Trading Co., wholesale grain and feed.*
Terminal Elevators, exporters.

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WINCHESTER, IND.

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Commission Merchants
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CONSIGNMENTS

201-2 Board of Trade KANSAS CITY, MO.

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BALTIMORE**Chas. England & Co., Inc.**
GRAIN—HAY—SEEDS
Commission Merchants
308-310 CHAMBER OF COMMERCE
BALTIMORE**Baltimore Grain Co.**
Receivers & Exporters
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COMMISSION
Grain and Hay
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Grain Merchants

McConnell Grain Corporation

Commission Merchants

A. C. Davis, Inc.

Grain Commission

A. W. Harold

Grain—Barley a Specialty

Anchor Grain Co., Inc.

Grain and Feed

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Foreign Exchange — Letters of Credit — Cable Transfers

Accounts of Grain Merchants Invited

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OATS

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Grain shippers who are anxious to get the most from their grain will find it to their advantage to investigate the merits of the Denver market. After a thorough investigation it is a known fact that it will receive your shipments. Any of the Grain Exchange members listed below will be glad to give you any information you may desire. Better still—ship at least one car to any of them and be convinced.

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Wholesale Grain, Flour and Mill Feed.
We operate 30 elevators in Eastern Colorado.

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Note: All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade is discounted by three disinterested members of the Exchange, when dockage is not provided for in the contract.

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The great and growing market in the corner of four GREAT GRAIN states

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for car lot dealers

Is a record book designed to afford ready reference to the record of any car number. Facing pages 11x15 $\frac{1}{2}$ " of heavy ledger paper are each ruled into five columns, those on the left-hand page being numbered 0, 1, 2, 3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

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Check bound, well printed. Shipping weight 3 lbs. Price \$1.15 f.o.b. Chicago.

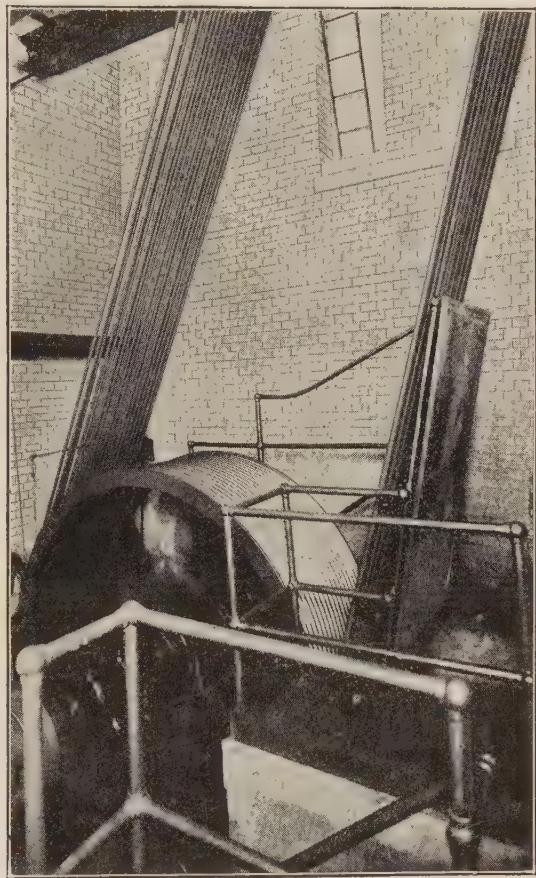
Grain Dealers Journal

309 So. La Salle St.

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A Guaranteed Rope

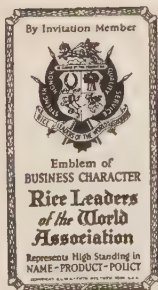
for Your Drive



The reason rope drives replace other types is to eliminate slippage, facilitate the transmission of power around odd angles, and for economy's sake. The decision to use a rope drive, however, does not end the matter, as there are ropes and ropes—yet there is only *one* of the various makes which carries the famous red, white and blue *Tape-Marker* Guarantee, and that is *Columbian*!

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Specify Columbian *Tape-Marked* Pure Manila and look for the red, white and blue *Tape-Marker* when installing a new drive or renewing your present one.



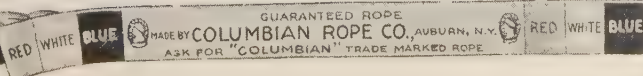
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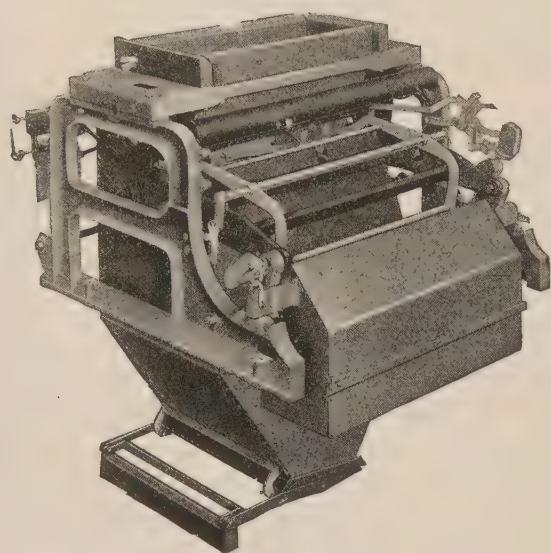
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A big feature of the New Richardson is its patented Gate Interlocking device that absolutely prevents the grain from passing unweighed to a car. It is mechanically impossible for the scale to discharge a weighing until the feed gate is securely shut. Avoid overweights by loading with a New Richardson.

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Corrugated 8' 0"

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This is all prime quality and can be 2 $\frac{1}{2}$ " or 1 $\frac{1}{4}$ " corrugations—immediate shipment from Chicago.

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if you proceed properly in filing your order and follow it up persistently, earnestly and stubbornly with duplicating Car order blanks. By using these blanks you make **formal order** for cars to suit your needs, and the **duplicate** copy provides you with undeniable evidence that the station agent received the order.

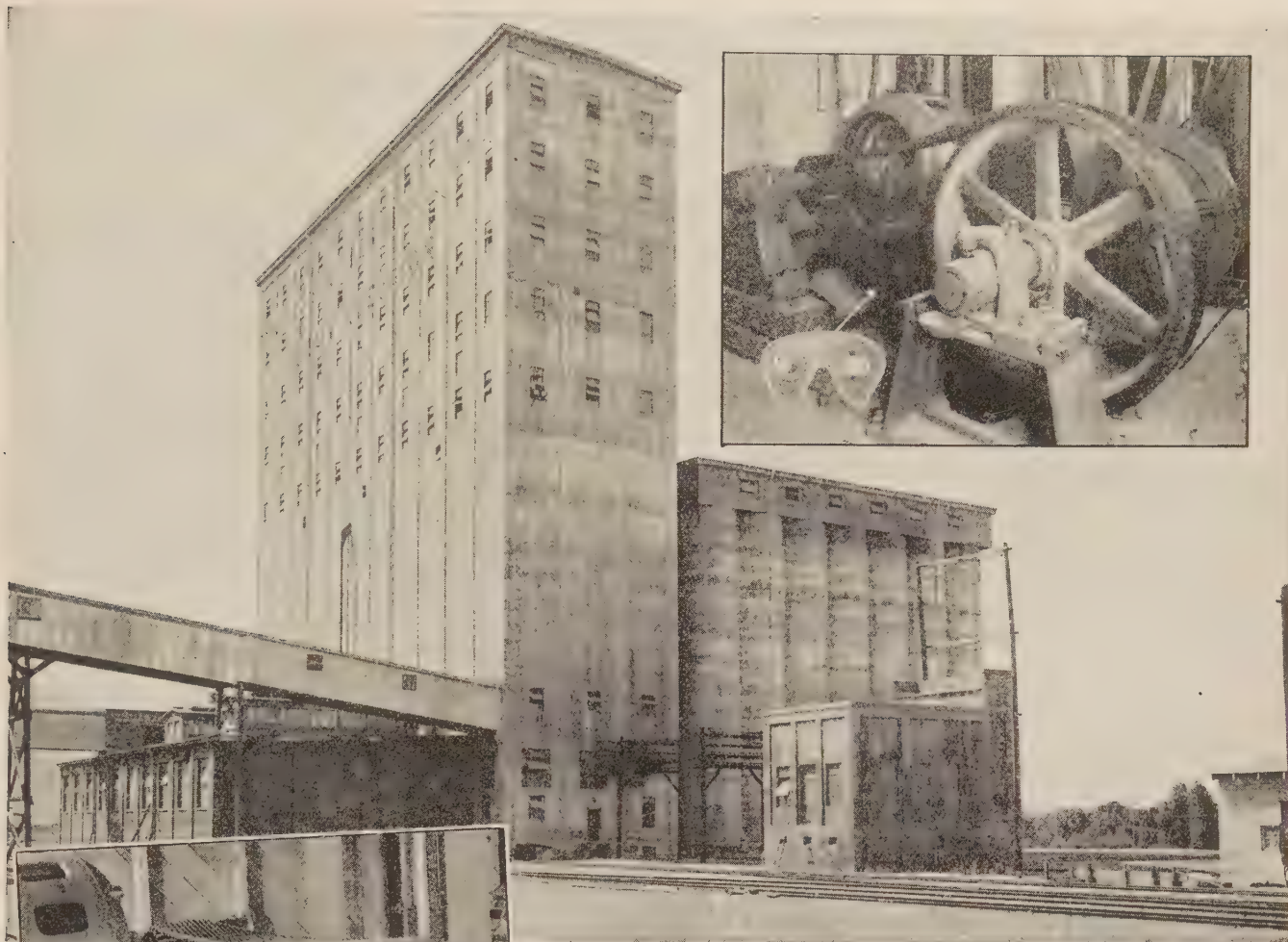
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CAR ORDER BLANKS contain spaces for the name of the station, date, railroad, number of cars for immediate loading, number of cars for loading in—days, kind of grain, capacity, destination, and a space for the signature of the shipper. Also space for the date when the order is filed with the agent, and for the signature of the agent acknowledging its receipt.

These blanks are bound in book form. Each book contains 50 originals, 50 duplicates and 3 sheets of carbon. The originals are machine perforated so may be readily torn out, while the duplicate remains in the book.

If you wish station agent to heed promptly your orders for cars use **Form 222 C. O.**, Price 75cts.

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YOU can clean a carload of wheat with the Carter Disc Separator, and clean it right—**Absolutely Dockage Free**—without losing a single cupful in your tailings.

The little pockets in the Carter discs, wheat type, pick up wheat and discard everything larger. Oats, barley, sticks and straws can't possibly get in with the wheat.

Furthermore, no wheat escapes. It is all picked out by the pockets in the discs. None is tailed away. Some elevators use a Carter Disc Separator to reclaim the wheat lost in the tailings from their old type separators. Many elevators use Carters on their main stream.



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We would like to ship you a dozen of these on trial for 60 days. No charge unless the brush proves satisfactory. Send no money—write today. Guaranteed to outwear 5 brooms each. Used by leading terminal elevators.

\$16.00 per doz. F. O. B. Minneapolis

Flour City Brush Co.

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We have to have the Grain Dealers Journal.—The Farmers Co-operative Elevator Co., per F. C. Chinn, mgr., Anita, Ia.



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THAT is why Medusa *Integral* Waterproofing in concrete work lasts as long as the concrete itself; and why Medusa Waterproofed Cement is such an ideal structural medium for elevator basements, scale and receiving pits, elevator boots, etc.

Medusa Waterproofed Cement consists of Medusa Waterproofing added in the correct proportions to our standard gray portland cement, and thoroughly ground in at the mill. During the mixing process, the waterproofing becomes thoroughly distributed throughout the entire mix. When the cement sets, the tiny pores or voids of the concrete mass are thus coated with a protective lining of Medusa Waterproofing.

This water-repellant lining not only acts as an effective barrier to moisture and dampness, but in case of exposure to sea water, tends to preserve the concrete from disintegration.

Medusa Waterproofing has proven its worth over a long period of years in practically every field of construction. Its additional cost is less than 75 cents per barrel of cement. It can be bought already mixed into the cement, in the form of *Medusa Waterproofed Portland Cement* or separately in powder or paste form, in handy sized bags or cans, ready for mixing on the job.

Let us supply you with further information. We have helped to solve some of the hardest problems of elevator construction. No obligation on your part.

THE SANDUSKY CEMENT COMPANY
Department G. J. Cleveland, Ohio

Manufacturers of Medusa Stainless White Cement (Plain and Waterproofed); Medusa Gray Portland Cement (Plain and Waterproofed); Medusa Waterproofing (Powder or Paste); and Medusa Cement Paint.

MEDUSA

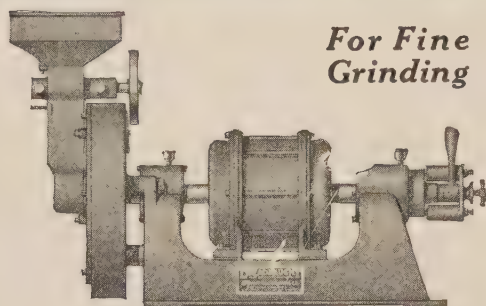
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DREADNAUGHT

FEED-GRINDING-MACHINERY



For Fine Grinding

A powerful, efficient feed grinder for installations where fine grinding is required. Equipped with "Shear-Cut" plates and ball bearings. Especially adapted to cutting oat hulls and other feed difficult to reduce to fineness.

In ordinary service the DREADNAUGHT grinds 200 lbs. of feed per hour per horsepower used. Sizes, 20" and 24". Belt driven if desired in 16" to 24" sizes.

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Feed Grinders
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Feed Screens
Corn Shellers

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WONDER

GRAIN CLEANER

(PATENTED)

CLEANS, COOLS, DRIES, CONDITIONS

Corn, Oats, Wheat, Barley, etc., in all conditions, enabling it to test higher grade and to bring better prices at the terminal.

Low Power—High Capacity.

Small enough to fit any elevator. Requires very little space—Easy to install.



CIRCULAR, DESCRIBING, SHOWING TESTS AND COST OF OPERATION SENT ON REQUEST.

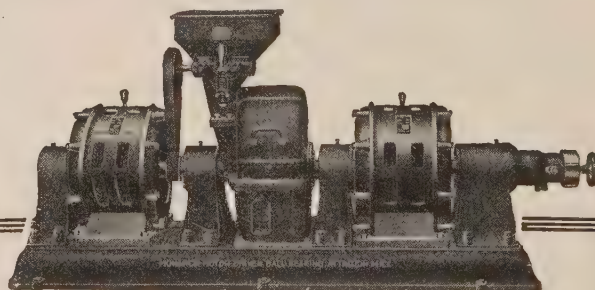
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It's the Long, Hard Pull That Tells

SHORT spurts mean nothing. You can't judge a feed grinder by the way it performs when first put in service. It would be a poor machine indeed that couldn't make a fair showing for a little while. The thing that really counts in determining the value of a feed grinder—the thing that shows up its real qualities—is the way it behaves after having gone through a **few years** of hard work.

Mr. R. P. Reidenbach, owner of the Ashtabula Roller Mills, Ashtabula, Ohio, says of the Monarch Ball Bearing Attrition Mill: "The Attrition Mill purchased from



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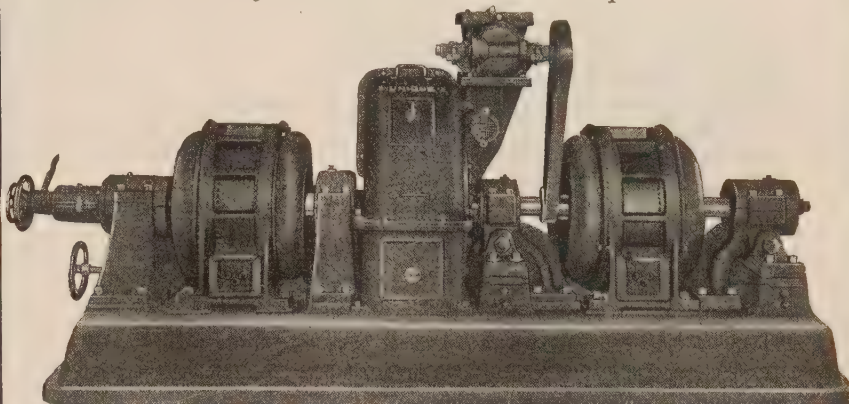
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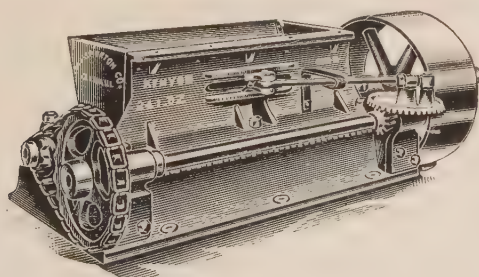
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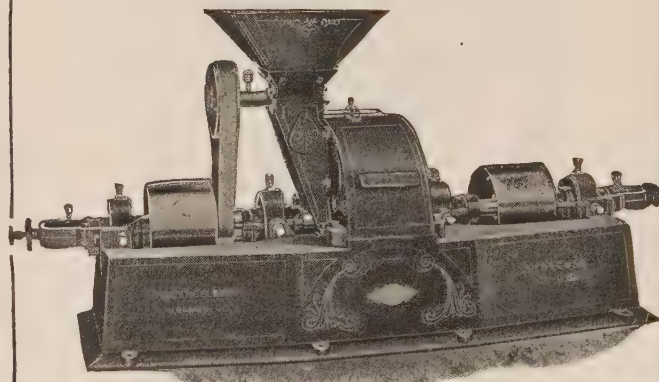
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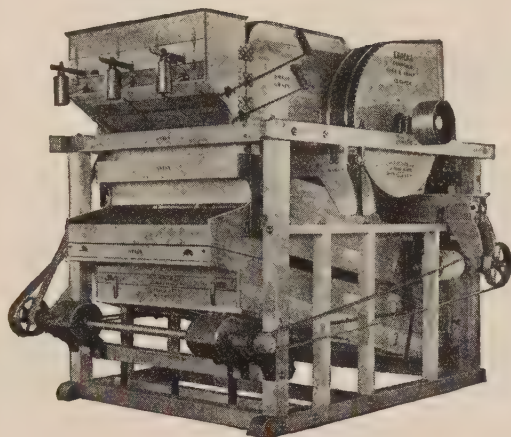
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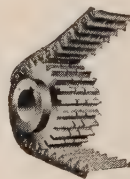
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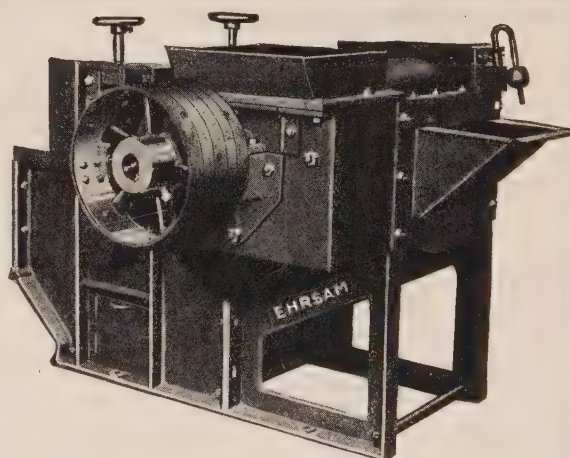
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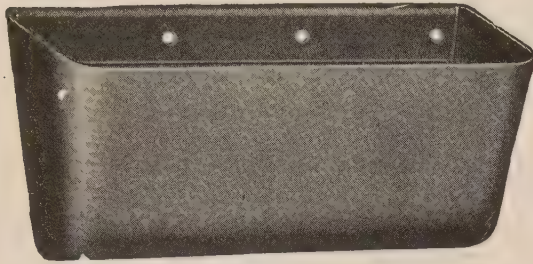
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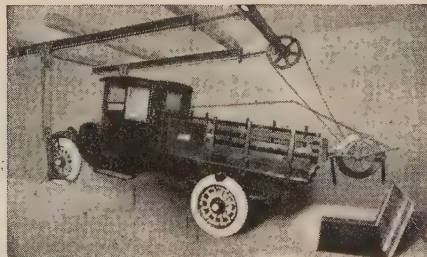


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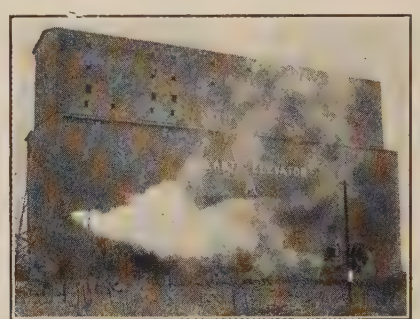
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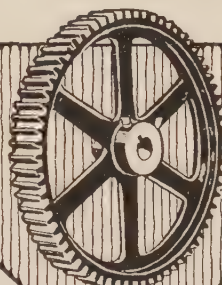
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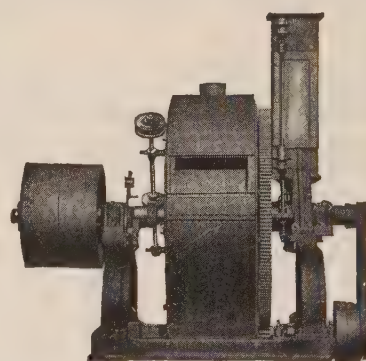
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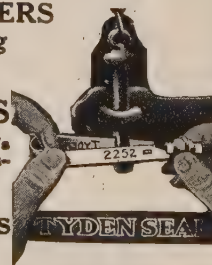
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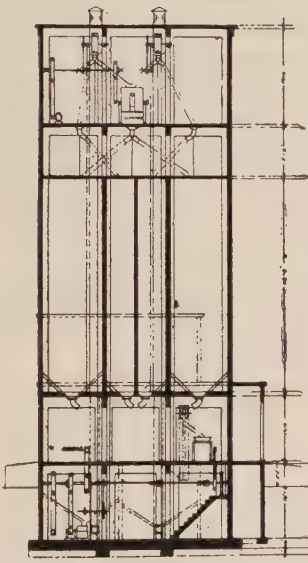
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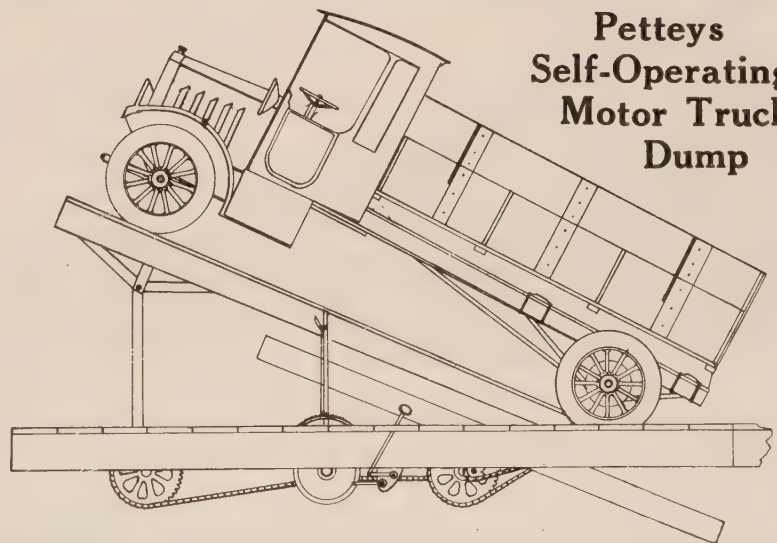
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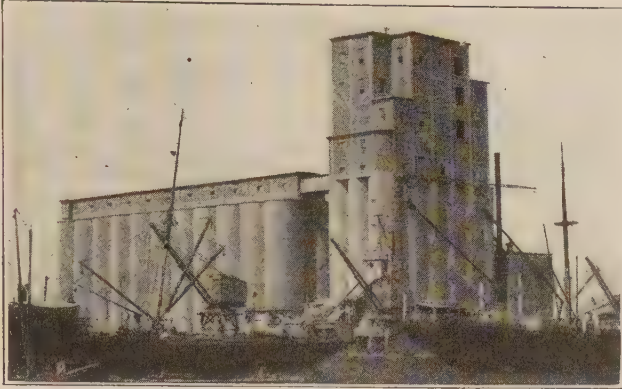
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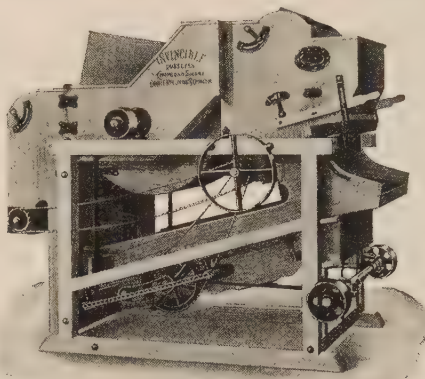
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The INVINCIBLE Compound Shake, Double Receiving Separator.

Built in sizes to meet any desired capacity from 50 to 5000 bushels hourly.

INVINCIBLE GRAIN CLEANER COMPANY, Silver Creek, New York

HALL SPECIAL ELEVATOR LEG

Everybody wants superlative capacity, especially when it means no added size or cost. Capacity is wealth. We have so increased capacity in the Hall Special that we attain what is proven to be the greatest elevator leg in the world. The HALL SPECIAL has sprung at one bound to the pinnacle place. There is nothing to rival it. Each leg is a study. Each leg is a pattern type.



SAVES MONEY: TIME: LABOR: GRAIN

It is not an expense. It is part of the plant investment. It never needs renewing. Its convenience alone justifies its cost. It is the Hall Signaling Grain Distributor.

Hall Distributor Company, 222 Sunderland Building, Omaha, Nebr.

CONE-SHAPE GRINDERS

IT PAYS TO GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." R. W. Watt, Jacobsburg, O.

10 sizes; 2 to 25 H. P. Write for free catalogue. G. N. P. BOWSHER CO., SOUTH BEND, IND.

Duplicating Wagon Load Receiving Book

Hauler	Gross	Tare	Net	

This book is designed to facilitate the work of country buyers during the busy season when each farmer is hauling a number of loads at a time. The above illustration shows the left hand side of the sheet which remains in the book. The outer half has the same rulings, but is printed on the other side of the sheet, so that when sheet is folded back on itself, and a sheet of carbon is inserted, an exact duplicate will be made of each entry. Each page has room for 33 loads and is machine perforated down the middle so outer half may be torn out and given to the farmer or sent to headquarters of line company.

The book is 12x12 inches, check bound with canvas back, contains 225 leaves ruled both sides, and nine sheets of carbon.

Order Form 66. Price \$3.00. Weight. 4 lbs.

Grain Dealers Journal

309 So. La Salle St.

Chicago, Ill.

BAD ORDER CARS cause the loss of many hard earned dollars to shippers of grain and seed. **MUCH OF THIS LOSS** can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected. **KENNEDY SYSTEM** of car liners prevent leakage in transit and we make Car Liners for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners. **WILL YOU NOT** give us an opportunity to submit full details of our system and the low cost of same? We are confident this would demonstrate to you the efficiency and money saving merits of our proposition.

The Kennedy Car Liner & Bag Co.
Shelbyville, Indiana
Canadian Factory at Woodstock, Ontario

I have been out of the grain business for 12 years, but I can't find a place where I can do without the Journal. It seems to me no one in the grain business could do without it.—W. F. Banta, Ridgefarm, Ill.

Mississippi River Traffic.

Theodore Brent, of New Orleans, federal manager of the barge line in the Mississippi-Warrior Service, writes under date of Dec. 4 that:

The Mississippi-Warrior Service has been in continuous operation since the Fall of 1918, between Saint Louis and New Orleans with intermediate stations at Cairo and Memphis.

The original fleet was made of the best equipment available during the war, and the operations were limited accordingly. During the past two years we have had in our fleet forty steel barges of 2,000 tons capacity each, which have been utilized to a considerable extent in transporting grain from Saint Louis and Cairo to New Orleans.

In the fiscal year ended June 30, 1921, we handled 81,275 tons of grain; during the year ended June 30, 1922, we handled 260,355 tons of grain out of a total tonnage handled of 355,000 tons.

These barges are handled up and down the river by a fleet of six twin-screw tunnel towboats, with a horsepower of 1,800 each, together with some additional towboats of less draft and power.

The barges are equipped with steel tween-decks and the grain is spouted into the holds at Saint Louis or Cairo directly from the elevators; at New Orleans it is removed by the marine leg, a facility installed by the Board of Port Commissioners at a cost of \$275,000 for handling grain brought in by the Barge Line. Merchandise shipments are loaded on the decks, thus leaving the holds of the barges available for the grain traffic.

AFFIDAVIT OF WEIGHT

This form is used to make a sworn statement of the amount of grain loaded into a car.

Fifty affidavits in duplicate are bound into a book, size 5½x8½ inches, printed on bond paper, with manila duplicates and two sheets of carbon, well bound in press board. Originals are machine perforated so they may be easily torn out. Each blank contains the following information:

....., being duly sworn, on his oath, says that on the day of 192...., he, acting as agent for at in the State of carefully and correctly weighed draughts on Hopper, Automatic, Wagon, Track Scales amounting to lbs. equal to bushels of No. and loaded direct for thru bin to car No. Initial for shipment to Messrs at in the State of and that said car was in condition and properly sealed when delivered to the Railroad; with space for notary public.

Order Form 7AW, weight ½ lb. Price 75 cents.

GRAIN DEALERS JOURNAL
309 So. LaSalle St. Chicago, Ill.

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

The book is ruled with column headings as follows: Date; L. F.; L. P.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches, of Atlas linen ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. Price, \$4.50

GRAIN DEALERS JOURNAL
315 So. La Salle Street CHICAGO, ILL.

Rotation Will Increase the Yield of Wheat.

Continuous growing of wheat on the same land year after year means reduced yields. There may be some apparent exceptions to this statement, especially where the land is relatively new and where yields are limited by moisture rather than by soil fertility. But there are several evils that follow continuous cropping besides a decrease in yield, such as greater damage from insects, diseases and weeds, in addition to greater risks and inadequate distribution of farm work throughout the year.

At the Kansas Experiment Station continuous cropping to wheat for 10 years reduced the yield to less than 7 bushels per acre, whereas during the same seasons, land that had been rotated with corn produced a trifle over 16 bushels per acre.

In another rotation, which included alfalfa, the yield was 18 bushels and this was increased to 28 bushels by the application of 5 tons of barnyard manure per acre every 3 years. In other words, the rotation and the barnyard manure produced four times as much wheat as was secured by growing wheat alone.

No rotation can be suggested that will fit all conditions. The great diversity of soils and climate makes it necessary to use a different plan for each section or region, or frequently for each farm. It may be stated, however, that no rotation is complete without a legume and a cultivated crop. In the corn belt a common rotation is corn, oats, wheat and clover, each one year; or corn two years followed by oats, wheat and clover, each one year. Soy beans and cow peas are coming into prominence in the more humid portions, especially where clover has not proved satisfactory.

The usefulness of these legumes depends largely on the fact that they may be grown for seed, hay or green manure to plow under. Many farmers are finding these legumes more profitable than oats, and in some cases more profitable than corn, to say nothing of the improvement to the soil.

Alfalfa should be used in rotations with wheat more generally than it is. One of the chief difficulties is that the average farmer growing alfalfa for the first time finds it so valuable that he is slow to plow it up. There are other minor difficulties in connection with alfalfa, such as getting a good stand, rank growth, drouth injury and lodging of crops following it. These difficulties were more or less serious a number of years ago, but so much has been learned about the management of alfalfa and of crops following alfalfa that such troubles should not interfere with including this valuable crop in the rotation.—The Southwestern Wheat Improvement Ass'n.

WISDOM is knowing what to do next, skill is knowing how to do it and virtue is doing it.

News of new grain elevator machinery and supplies is of business importance to every elevator owner and operator who is willing to effect economies in the handling of grain thru his house by the adoption of the latest and best mechanical facilities obtainable.

Such equipment is always the cheapest in the long run. Consult our advertising columns for desirable equipment.

Trying to Make a Goat of the Grain Trade.

M. F. Mulroy, mgr. of the Russell-Miller Mig. Co., Billings, Mont., has objected to the charges of the Attorney General Rankin who has stated that elevator companies of the state were defrauding farmers out of 5¢@12¢ bu. because of the subdivision of the price card in which they hold out prices for three divisions of spring wheat and three of winter as a state classification added to which is the so-called "federal grade" in two parts.

Mr. Mulroy declared that elevator companies were carrying on their business along fair and legitimate lines and there was nothing in their business transactions to be concealed. The mill of the Russell-Miller Co. recognizes only one class of No. 1 northern spring and therefore has nothing to explain under the head of "fancy," "choice," "fine," etc.; if the wheat is No. 1 northern spring, the farmers is paid for that, and if it is under that, the farmers is paid for the proper grade.

The attorney general claims that the elevators rated their wheat when buying it on the five division basis, but that when it was stored, a ticket was issued merely for the general division as "No. 1 spring wheat," thereby eliminating the premium value of the so-called "fancy," "choice," and "fine."

The Billings hearing was the first of several that have been planned by the state officials. This action is believed to be due to alleged complaints as to the treatment of elevator companies in certain parts of the state. Some proposed changes in elevator and warehouse laws are expected to result as all parts of the state are to be visited to obtain information; however, grain dealers and millers of Great Falls have stated they see no occasion to run from any investigations that might be made concerning elevator management and grain buying.

Judgment on Manager's Bond.

The Supreme Court of Nebraska on Oct. 29, 1922, decided in favor of the Farmers' Union Grain Co. in its suit to recover \$25,000 on the bond of the United States Fidelity & Guaranty Co., insuring against loss by the employment of Chas. S. Borin, thru whom the company lost \$41,198.93.

The Borin Grain Co. was incorporated Dec. 1, 1917, and succeeded the Farmers Union Grain Co. in the grain commission business at Omaha, Neb., and Chas. Borin, manager for the former, continued to act as manager for the latter until his disappearance in February, 1919. The court said:

Appellant makes complaint that the alleged incorporation of the Borin Grain Co. changed Borin's employment and put him in a relation to the bonding company which created greater risks and new responsibilities that were not provided for in the bond. We say in answer to this that the Borin Grain Co. was a mere fiction in every sense of the word. It will be noted in the beginning that the defendant Borin, by the organization of this new company, in no way created a new or greater risk and had no other or different responsibilities than had already been provided for. The object and purpose of this new formation was simply to give the plaintiff a better opportunity to take advantage of Borin's acquaintance among grain men, and to do business on the grain exchange. Borin held a seat on the grain exchange, and in order to use it the change of the name of plaintiff company was made. It seems that a corporation could not hold a membership according to the rules of the exchange.

One thing should be borne in mind, and that is that Borin could not become a defaulter and otherwise violate the conditions of his bond and be in any different relation to the plaintiff and defendant than he was in the beginning. We say, then, that, from any angle you view the position he is in, the same situation is found, so far as the plaintiff and defendant are concerned, as originally. Then, there being no greater risk and no different position in regard to his business transactions than there was when he started, it necessarily follows that the insurance contract which the defendant entered into with the plaintiff is good now, the same as it was before any change was made. This, in short, is what the jury found on the facts, and we affirm it.—190 N. W. Rep. 221.

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

NORTHWESTERN OHIO elevator. Excellent location, no competition. Good reason for selling. Write 49V15 Grain Dealers Journal, Chicago.

THE SMALL EXPENSE incurred through the placing of an advertisement in the Grain Dealers Journal is more than compensated for by the results obtained.

WISCONSIN—125,000 bu. concrete elevator, electric power, grain cleaning machy.; dairy feed, clover seed and coal trade. Bargain. Address A. J. Pick, West Bend, Wis.

INDIANA—15,000 bu. cribbed elevator, iron clad, on private ground in southern county seat. Good grain, flour and feed business. Address 48C23, Grain Dealers Journal, Chicago.

FOR SALE.

Two modern elevators equipped to handle all farm products. Located in good territory of Central Ohio. Address Fredericktown Farmers Exchange, Fredericktown, Ohio.

KANSAS—6000 bu. elevator, 100 miles from Kansas City in good farming and feeding district. Good machinery. This is a real bargain, priced for less than machinery would cost. Address Roy E. Smith, El Dorado, Kans.

TEXAS elevator for sale—13,000 bu. capacity, equipped with 15 H. P. motor, wheat cleaner, oat clipper, feed grinder, 2,000 bu. Richardson Automatic scale, Fairbank wagon scale, office etc. Good location for wholesale and retail grain business. Price \$7,500. Address T L. Hughston, Crowell, Texas.

HERE IS what one advertiser in our "Elevators For Sale" columns writes us shortly after the third insertion of his ad: "I wish to tell you that my ad in your Journal is the first time I ever tried to find a buyer for anything I had for sale in my life. The old saying 'It pays to advertise' is certainly true. I have several good parties lined up from the many inquiries through my ad in your paper."

MILL FOR SALE.

MODERN 100-BARREL MILL for sale; large territory, Rocky Mountain section; plenty of wheat. Feed mill in connection. Cheap power. Address 48B4, Grain Dealers Journal, Chicago.

ELEVATOR & MILL FOR SALE

FOR SALE—200 brl. cement block flour mill with elevator in connection, fully equipped with modern machinery, in first class spring wheat district. Splendid water supply. 50,000 bu. of wheat gristed last season locally for farmers. Radisson Mfg. Co., Ltd., Radisson, Saskatchewan, Canada.

THE WANTED—FOR SALE DEPARTMENT of the Grain Dealers Journal is a market place where buyer and seller, employer and employee, and those offering investments can meet to their mutual advantage and profit, and it will pay every subscriber to give these columns a close study twice each month, because of the constantly changing variety of opportunities seeking your consideration.

ELEVATORS WANTED.

WANTED elevator in Iowa or Illinois. To buy or lease. Address 49Y3, Grain Dealers Journal, Chicago, Ill.

WILL TRADE 200 acres of first class farm land near Paulding, Ohio, for elevator located in central Ill. Address 49V16 Grain Dealers Journal, Chicago, Ill.

WANTED to rent with privilege of buying or to buy interest in good grain elevator. Experienced. Address Milt Hammond, 1337 East 85th St., Cleveland, Ohio.

WANTED—Elevator in good town showing good business. No objection to side lines. Give full description, location and lowest cash price in first letter. Address Box 266, Lee's Summit, Mo.

SOUTH DAKOTA—To trade for an elevator in South Dakota, a 480 acre farm 6½ miles from town on graded road and mail route. Fair set of buildings, fine grove, artesian well and well with windmill. Fenced and cross fenced, about half under cultivation. Priced at the assessed valuation and will carry the difference at 6%. Address 49V9 Grain Dealers Journal, Chicago.

ELEVATOR BROKERS.

WE HAVE a number of buyers for Country and City elevators; also Flour and Feed mills. List your property with us for quick sale or exchange.

PAUL PLOTZ & CO.,
70 W. Monroe St., Chicago, Ill.

CLAYBAUGH-MCCOMAS Offices

Frankfort, Ind. Indianapolis, Ind.
223 B. of T. Bldg. 601 Board of Trade
If you want to buy, sell or trade an elevator write us at either address.

ALWAYS HAVE ELEVATORS For Sale in the Grain Belt of Illinois and Eastern Indiana. If you are in the market write me fully and I will try to satisfy you.

JAMES M. MCGUIRE,
432 Postal Tel. Bldg., Chicago, Ill.

BAGS—BAGGING—BURLAP.

FOR SALE—2000 second hand cotton seamless grain bags. Cheap. Address W. E. Riley, Montpelier, Ohio.

STOP! READ! THINK! This advertiser writes—"Your service brought me 24 replies." We can do the same for you. Don't wait, write NOW.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.
WM. ROSS & CO., 409 N. Peoria St., Chicago.

BUSINESS OPPORTUNITIES.

NORTHWEST IOWA—Elevator, coal and feed business. Money maker. Price \$7500. Address 49X4 Grain Dealers Journal, Chicago.

WANT TO HEAR from owner having elevator or other business for sale. State cash price and particulars. John J. Black, 57th Street, Chipewaga Falls, Wisconsin.

GRAIN, lumber, feed, coal, building material, etc., business for sale with real estate. All on private grounds. Building in A1 condition. 30 miles west of Chicago, Ill. Address E. H. Franzen, Cloverdale, Ill.

NEW YORK—The most up to date Feed and Coal plant in Orange County for sale. 170 ft. Private switch, stores 31 cars grain and feed. I am 69 years old and want to quit. Address W. P. Thompson, Goshen, N. Y.

ILLINOIS—Our entire grain and feed business for sale. Also all buildings such as elevator, feed rooms, garage, feed mill shed, corn cribs, hay sheds and office. This is a bargain. If interested write us. Burnside Lumber Co., Burnside, Hancock County, Illinois.

OFFICE APPLIANCES. WANTED.

WANTED a small safe for valuable papers and books. Address C. A. Wooster, Gessie, Ind.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

ADDRESS WANTED.

ADDRESS wanted of Lindley C. Binford, formerly in grain business at Haviland, Kansas. Last known address Topeka, Kans. Address 49T20, Grain Dealers Journal, Chicago, Ill.

SAMPLE ENVELOPES.

SAMPLE ENVELOPES—SPEAR SAFETY—for mailing samples of grain, feed and seed. Made of very heavy manila for strength and durability and to withstand hard usage. Special folding method for closing envelope. Have a limited supply to sell at \$2.50 the hundred f. o. b. Chicago. Sample mailed on request. Grain Dealers Journal, 309 So. La Salle St., Chicago, Ill.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

SITUATIONS WANTED.

BOOKKEEPER—Position wanted in grain elevator office by young lady. Address Box 153, Oshkosh, Nebr.

ELEVATOR MANAGER would consider proposition from line or farmers Co. Now working. Ref. furnished. R. P. Hughes, Skiddy, Kans.

BOOKKEEPER OR MANAGER of country elevator situation wanted. At liberty to come at once. L. W., Box 446, Osakis, Minn.

COMPETENT MAN with five years' experience desires position as manager of elevator. Address 49W21 Grain Dealers Journal, Chicago.

TRAFFIC MAN of long experience with a leading grain firm wants position. First class references. Address 49Y9, Grain Dealers Journal, Chicago, Ill.

MANAGER with 10 years' experience in grain, hay, coal, hardware and feed milling, desires position with Farmers or Line Elevator. Address 49W22 Grain Dealers Journal, Chicago.

WANTED—Position as manager country station, Line or Farmers. 10 years' experience. A1 references. Can come on short notice. Address 49Y11 Grain Dealers Journal, Chicago, Ill.

WANTED—Position by man with 20 years' experience as manager of country grain and lumber stations. Will give reference and bond. 49X6 Grain Dealers Journal, Chicago, Ill.

WANTED position as manager country elevator. 15 years' experience. Understand gas and steam power. Do all kinds repairing. A1 ref. 49Y7, Grain Dealers Journal, Chicago.

WANTED—Position as manager of grain elevator, farmers preferred, after Jan. 1st, by ambitious young married man with 8 years' experience. Address 49X14 Grain Dealers Journal, Chicago, Ill.

POSITION wanted as manager of Farmers or Independent elevator in a good grain country, Illinois preferred. 20 years' experience and can give good reference. Address 49W23 Grain Dealers Journal, Chicago.

SUPERINTENDENT of mixing and storage or terminal house wants position. California preferred. 20 years' experience in grain and elevator work and all its branches. Age 44. Married. 49X1 Grain Dealers Journal, Chicago.

POSITION WANTED JANUARY FIRST BY A MAN thoroughly experienced in the management of a commission, merchandising and terminal elevator business. A go-getter who has a wide acquaintance and can produce results. Address 49X23 Grain Dealers Journal, Chicago.

AN EXPERIENCED MAN with the knowledge of the duties of a manager, foreman, auditor and other phases of the grain business is readily secured through an ad in the "HELP WANTED" columns of the Grain Dealers Journal.

WANTED—Position as manager of Farmers elevator in a medium sized town. Will give reference and have had experience. Am a book-keeper and commercial student with years experience in the hay and grain business. Address 49X20 Grain Dealers Journal, Chicago, Ill.

WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. READ and USE THEM.

HELP WANTED.

AN IOWA elevator company used a six line advertisement in the "Help Wanted" column of the Journal in one issue. They write as follows: "You sure did earn your money. We had only 88 applications for the place."

RADIO EQUIPMENT.

"THE MARKET REPORTER" is our special Radio Receiver for the Grain & Live Stock Trade. The REASON it's better will be sent on your inquiry to Rokay Electric Co., Ingomar, Ohio.

DYNAMOS—MOTORS.

HAVE NO KICK COMING: Cancel ad. We are so flooded with replies that we will be kept busy for months to come. We certainly were glad to know that every morning brought us queries for our equipment and always in their letters they would say that they noticed the ad in the Grain Dealers Journal. It is a great thing for us as long as we can supply the demand.—E. J.

OIL & GAS ENGINES FOR SALE

FOR SALE—One 25 h. p. Witte Kerosene engine. One 14 inch roll feed mill, used 30 days. Beachler Mill & Elevator Company, Reynolds, Nebr.

GASOLINE AND OIL ENGINES of all kinds, sizes and prices can be sold profitably through the "Oil and Gas Engines" columns of the Grain Dealers Journal of Chicago.

TRANSMISSION ROPE.

FOR SALE—600 ft. 1" used transmission rope cheap. Address Midway Elevator, Colfax, Ind.

BOILER WANTED.

WANTED a good second-hand horizontal tubular boiler; 60 h.p. Write for particulars. A. C. Kaiser Company, Homer, Ill.

SCALES FOR SALE.

FIVE TON Fairbanks type registering scale at a bargain. Used one year. Address John F. Merkert, Ora, Ind.

FOR SALE—Richardson Automatic Sacking scale for sacking corn, wheat, oats, corn chops, chick feed, etc. W. C. Bailey & Son, Sunderland Bldg., Omaha, Nebr.

WOOL WANTED.

ELEVATOR OPERATORS who have wool to ship will find it to their advantage to tell the 6700 regular readers what they have to offer. An advertisement in this column will cost you but 25c per type line per insertion.

GRAIN WANTED.

SEND samples and quote prices on alfalfa, cotton seed, oats and corn. Simon Neustadt, Los Lunas, N. M.

WE ARE in the market for corn in car loads. Send samples—quote prices. Las Vegas Roller Mills, Las Vegas, N. M.

WANTED mixed cars of grain—corn, chops, and oats. Write or wire offer. Silver City Beer & Ice Co., Silver City, New Mexico.

WE ARE in the market for a few cars of corn and several cars of mill feeds. Write or wire offer. A. G. Troutt Grain Co., Portales, N. Mexico.

MACHINES FOR SALE.

DURABLE WIRE ROPE for sale, for car shovels; cast or plow steel. Manila rope, buckets and everything in elevator supplies.

PULLEYS—1,000—for sale. ALL sizes, solid cast iron, wood and steel split. Standard Mill Supply Co., Kansas City, Mo.

BARGAINS.

One 29 D and one 16 Clipper Cleaner, one Emerson 6 shoe Kicker; three motors, 1, 2 and 5 horse power; Howe Dormant Scale; 2 seed counter scales, 40 foot cup elevator, 9 sections Heller seed cabinets; one Minnesota Germinator. Other seedsmen's equipment, all in excellent condition. Prices right. Address Box 323, Marinette, Wis.

ELECTRIC MOTORS FOR SALE.

1 75 H. P.
1 50 H. P.
1 40 H. P.
all complete with starters. Also
2 66"x18" Boilers.
1 60"x110" Smokestack.
1 500 H. P. Allis Engine.
2 No. 3 1/2 Iron Prince Scourers.
Write for description and price.
EDGAR-MORGAN COMPANY,
Memphis, Tenn.

MACHINERY BARGAINS.

1 No. 177 Eureka Double Receiving Separator, capacity 180 to 600 bushels per hour.
1 No. 97 Eureka Buckwheat Scourer, ball bearing, capacity 45 bushels per hour.
1 No. 28 Eureka Clipper, ball bearing, capacity 95 bushels per hour.
1 No. 5 Invincible Clipper, capacity 200 bushels per hour.
1 No. 10 Invincible Clipper, capacity 1,500 bushels per hour.
1 Six bushels Richardson automatic scale.
These machines are all in good condition and are fully guaranteed. Address The General Machinery Co., Massachusetts Bldg., Kansas City, Mo.

REAL BARGAINS.

Prompt Attention. Quick Shipments.
When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses, stock and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.
Geo. J. Noth, Mgr.,

9 S. Clinton St. Chicago, Ill.

MACHINES WANTED.

WANTED used Carter-Mayhew Wheat and Oats Separator. Lipscomb Grain & Seed Co., Springfield, Mo.

WANTED a good nine by eighteen corn mill either two or three stand of rolls, price must be right and should be not too far away. Address The Pittsburg Elevator Co., Pittsburg, Kansas.

WANTED—Good grain cleaner that will clean wheat taking out barley, oats and weed seed; also clean barley and oats. Capable of handling 200 or 300 bu. per hour. Address Idaho Grain Co., Soda Springs, Ida.

DO YOU WANT A MACHINE that is not advertised here? Make your wants known in the "Wanted" columns. Someone has the machine you want, but has not started advertising it for sale in the Grain Dealers Journal.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE—WANTED

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

LOUISVILLE SEED COMPANY

Incorporated
Louisville, Ky.

Headquarters for
RED TOP AND ORCHARD GRASS
BUYERS AND SELLERS
OF ALL VARIETIES

Buyers and Sellers
Car Lots and Less
Grass and Field Seeds
John J. Buffington & Co.
BALTIMORE, MD.

HENRY HIRSCH

Wholesale Field Seeds
Clover—Alsike—Timothy—Alfalfa
Our Specialty
All Other Field Seeds

Toledo - - - Ohio

J. G. PEPPARD SEED COMPANY

Buyers **SEEDS** Sellers

Correspondence Invited

Kansas City, Mo

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited Send us your samples
TOLEDO, OHIO

The J. M. McCullough's Sons Co.

BUYERS—SELLERS

Field and Garden Seeds

Cincinnati - - - Ohio

The S. W. Flower Co.

Wholesale

FIELD SEED

Merchants

Specialties

Red Clover, Timothy

Alsike

TOLEDO
OHIO

WHITNEY-ECKSTEIN SEED CO.

Wholesale Seed Merchants

BUFFALO, N. Y.

CORRESPONDENCE INVITED

Field and Grass
Seed Trade Directory

ATCHISON, KANS.

Manglesdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.

Buffington & Co., John J., field seeds.

Wm. G. Scarlett & Co., wholesale seed merchants.

BUFFALO, N. Y.

Stanford Seed Co., Inc., The, wholesale field seeds
Whitney-Eckstein Seed Co., wholesale seeds.

CHICAGO, ILL.

Dickinson Co., The, Albert, seeds.

Illinois Seed Co., The, grass and field seeds.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

CONCORDIA, KANS.

Bowman Bros. Seed Co., field seeds.

COUNCIL BLUFFS, IOWA.

Ouren Seed Co., wholesale seeds and grain.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds
Crawfordsville Seed Co., seed merchants.

INDIANAPOLIS, IND.

Indiana Seed Co., field seeds.

KANSAS CITY, MO.

Peppard Seed Co., J. G., wholesale seeds
Rudy-Patrick Seed Co., field seed merchants.
Tobin Seed Co., alfalfa—bluegrass.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, grain and field seeds
Louisville Seed Co., clover and grasses.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
North American Seed Co., wholesale grass & field seeds.
Teweles Seed Co., L., seed merchants.

MINNEAPOLIS, MINN.

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Jameson Hevener Co., shippers of field seeds.

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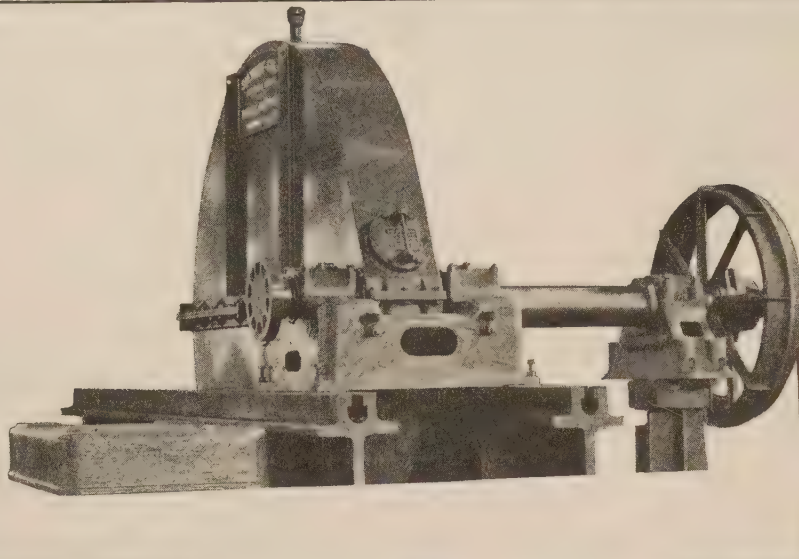
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GRAIN DEALERS JOURNAL

309 South LaSalle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 15c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.25; to Canada and Mexico, prepaid, \$2.75.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, DECEMBER 10, 1922

INTERNATIONAL wheat control still is aimed at by the Canadian Farmers League, altho all authorities have pronounced the plan chimerical.

THE BULGARIAN contract for the planning of a system of elevators adds to the prestige of the United States and Chicago as the world's center of grain elevator engineering.

TELEPHONE tolls and taxes on tolls will be greatly reduced if the Committee on Transportation of the Grain Dealers National Ass'n succeeds in carrying out its well planned campaign against war taxes and war tolls. Conferences told of elsewhere in this number will be held next month in the interest of all telephone users.

CORN from the Argentine and the United States has been commanding such attractive figures in the European markets for these many years that several of the South African colonies are building elevators at prominent ports, as well as interior points, in the hope of encouraging the production of more corn and aiding in its exportation.

A **MICHIGAN** dealer and miller whose plant was completely destroyed by fire last week is grieving seriously his great loss which was unnecessarily increased by his negligence in failing to renew his fire insurance policies which expired a few days previously. The careful dealer not only exercises vigilance to prevent fire, but he utilizes the same vigilance in placing his insurance and keeping it placed with responsible companies.

IOWA'S State College is following the Wisconsin Exp. Sta. and the U. S. Dept. of Agriculture in developing a use for the millions of tons of cobs going to waste. The country buyer of corn still is waiting for the chemists to devise a method of disposal that is profitable.

REPORTS of the prevalence of the chinch bug continue to come from widely separated sections. The campaign of extermination burning and ploughing under weeds may effect a slight reduction in the number of these insects next summer, but it is to the advantage of every grain handler to warn farmers at every opportunity to exercise every precaution against this pest in the hope of exterminating more of them.

THE FARMER is not the bankrupt individual he has been pictured. Going back far enough to get a correct perspective, Julius H. Barnes in his address before the Illinois Ass'n of Commerce, published in this number of the Journal, points out that the farmer is right now enjoying his full measure of prosperity; and that the one thing needful to restore his normal buying power is some "magical" methods of financing the purchase of American grains by foreign nations. The former president of the U. S. Food Administration Grain Corporation is too safe and sane a businessman to recommend any of the financing nostrums fathered by the Farm Bureau and the Washington politicians who are farming the farmer.

EACH DAY brings a new crop of schemes for skinning the farmer and some of them are so alluring we doubt that they will not be very profitable to the promoters, however, the farmer can expect little or no help from any of them. The sharks are not out to help the farmer they are set only on helping themselves. The American Wheat Growers Ass'n is the name of a new gang of promoters who are out to fleece the farmer with a scheme to handle a hundred million bushels of his grain the first year. This new scheme contemplates the confiding grain grower turning over all his grain to these wild-eyed schemers and accepting at the end of the season the average price obtained for grain of his quality throughout the season. It is a beautiful scheme to excuse the taking of money from blind bucolics.

STORING grain for farmers for a regular established storage fee generally places elevator operators in the public warehouse class and in some states he is expected to submit to onerous regulations. In Nebraska many of the elevator operators have bitterly contested the attempts of the state officials to interfere with their business. While the elevator operators may succeed in continuing to store farmers grain according to their own terms and conditions without prosecution, experience would seem to prove that all would be much better off if they stored no grain for farmers either for a fee or free of charge. When the farmer gets started to speculating he generally loses far more than he can ever gain and his deteriorating grain serves only to clutter up the handling facilities of the elevator owner. If he loses by holding he does not thank the elevator man for the accommodation.

NEBRASKA dealers continue to complain of feeder competition for corn and as in some other sections the feeders persist in paying more than the central market price for corn on the ear.

DUMPS which permit horses to fall into the pit are unsafe for the elevator drive way. In our Iowa news this number is told of a trying experience of an elevator manager who neglected to lock his dump with the result that the next team landed in the pit, and it took the rest of the day with derrick, block and tackle to clear that pit. The next time the farmer sends a load of grain to that market no doubt he will see to it that it is unloaded at a different elevator.

THE AGRICULTURAL bloc is becoming so headstrong it is sure to champion ridiculous practices which will not attain the desired end. The impractical politicians seem willing to do anything that gives any promise whatever of helping grain producers. While all sympathy should be with the farmer in his struggle with low prices it is barely possible that too much encouragement from the government may result in increased production and indefinitely postpone the much desired high prices.

MANAGERS who give in to grasping directors and pay them more than the market justifies for their grain sacrifice all right to their position. It does not matter that the manager was indebted to the favored director for his job; it is his duty to serve the company first and to treat all customers alike without discrimination or favor. When the manager takes dictation from any of the company's officers which is directed by the selfish interests of the dictator, he starts down the road to real grief. These apparently small discriminations to the favorites have invariably led to larger favors, early disclosures and discharge. No farmer who presents his grain for sale at the elevator door is entitled to any better price for the same kind and quality of grain than any other farmer and the buyer who is induced to indulge in any discrimination invariably opens the door to unexpected grief.

MONTANA politicians, particularly the Asst. Commissioner of Agri. and the Attorney General, are making such a persistent effort to place the elevator operators of that state in a false light before the public, their propaganda is sure to discourage grain dealers who are making an honest effort to serve the grain growers. Naturally this will effect a reduction in the grain marketing facilities of the state to the disadvantage of the grain producers. Many politicians in their insatiate desire for perpetuation in office do not hesitate to misrepresent and paint black any small class of citizens if by so doing they gain the attention and win the support of a class casting a large vote. When all citizens come to recognize the true inwardness of this shallow game, even the cheap politicians will refrain from making groundless charges against useful citizens. If the dealers of Montana were strongly organized these windy pettifoggers would discreetly devise some other bugaboo to shoot at for the entertainment of the bucolics.

THE U. S. GRAIN GROWERS, INC., will come to the annual meeting of the American Farm Buro Federation at Chicago Dec. 11 to be decently interred with resolutions of sympathy for those bereaved of their initiation fee.

EXORBITANT taxes is given as the reason for a seed company removing its business from Cheboygan, Mich. Taxes are all right and the government must assess them, but when the taxes are advanced to such a scale that a company must move from one place to another to stay in business, it is high time to insist on an accounting by the tax eaters.

ELEVATOR managers who take in the farmer's grain and agree to pay for it any time the farmer desires at a speculative discount, under a distant delivery in some central market are courting disaster. How country elevator operators can continue to indulge in this complicated speculation and escape bankruptcy is mysterious, but word reaches us that some of them are not only doing this, but are advancing money on the contracts without interest. In speculative markets where puts and calls are tolerated, speculators always insist upon being paid a good price for puts so favorable to the buyer as this one.

ADULTERATION and misbranding is not often proved against the leading manufacturers of mixed feeds, however many shippers of cottonseed meal may be found guilty thru the activities of the U. S. Buro of Chemistry. Where hundreds of oil mills and some flour mills have been fined for light weight or deficiency in protein there have been but one or two mixed feed manufacturers of reputation penalized during the past several years. In most cases the oil mills made no deliberate attempt to defraud, their trouble with the law being due to carelessness of some employee. The regular manufacturers of mixed feeds go further than mere compliance with weight and protein quantity labels. They try to have the quality of the protein such as to give real food value and build up the reputation of their brand.

MEMBERSHIPS in the Board of Trade are property under the decision of the U. S. Circuit Court, and the analysis by the Court of the law governing, published elsewhere in this number, gives the Board of Trade no comfort, as it forecasts that the Board will lose its appeal to the United States Supreme Court. After the Board has lost its appeal it will become a question of policy with the Board of Trade to continue in effect the present rules which give the Directors no power except to destroy the value of a membership, or to change the rules, which the Circuit Court indicates may be done, to give the directors the power in fact to save the value of memberships of bankrupts for members only, ignoring the claims of grain shippers who may have consigned shipments to bankrupt members, or who may have a balance due them on open trades. At Minneapolis and Duluth grain receivers are heavily bonded by the state and the question is of little importance, but at Chicago and elsewhere it might add to the security of country shippers if they can continue to participate in the proceeds of the sale of a membership of a bankrupt.

FEED MILLS are being installed as additions to the elevators of many grain dealers. Properly operated, a feed mill proves to be a lucrative source of revenue to the business. Dealers in territories without a mill would do well to inquire into the matter.

WHEN nothing but leaky cars are offered for your shipments insist upon having ample cooping material before entrusting your grain to them for transportation. If the local station agent fails to provide the lumber get authority from the Division Superintendent to buy it for the railroad. Providing cooping material is an operating expense that the railroad shud meet.

EXHAUST pipes from oil engines should not be so arranged as to permit the exhaust lighting on any ledge or roof. This statement is prompted by fire which started in the plant of the Farmers Grain & Elevator Co., at Kingman, Ind., and for a time threatened to destroy it. So many fires have been credited direct to the careless placing of oil engine exhaust pipes, it would seem that all elevator owners and operators would refuse to tolerate this hazard. It seems that at the time this exhaust pipe got in its deadly work, the wind was in the right direction to blow the fire emitted from the pipe on to the roof with the usual result. If you are anxious to save your property, correct all known fire hazards.

ANOTHER attempt to interest grain producers in marketing grain on a large scale has met with disaster. The Farmers' National Grain Ass'n with headquarters in Richmond, Ind., has been placed in the hands of a receiver, its liabilities being in excess of \$60,000. As in the case of many other marketing schemes internal dissension between the directors and the stockholders is directly responsible for the failure of this company. No company can expect to attain any marked degree of success which is not favored with harmonious management and a well thought out policy for meeting every problem. But in most of these marketing schemes the promoters overlook or ignore the interests of stockholders with a natural result that friction soon brings on disaster.

CONGRESSMAN Little of Kansas has a big scheme for solving the wheat problem and last week introduced a bill in the Lower House which will insure the wheat growers a good price for all time to come. This wiseacre provides in his new bill that the Secretary of Agriculture shall buy wheat at not to exceed \$1.10 per bushel and not to exceed the current market price for wheat except when it is sold on grain exchanges for less than \$1.00 a bushel. All purchases are to be stored in elevators and held until the Secretary of Agriculture can sell for \$1.85 per bushel so the country must double its elevator capacity. The profit realized shall be used as a revolving fund for buying other wheat when the price declines. This little scheme is so impractical that we doubt that even the most radical dollar chasers among the wheat growers will believe in its efficiency. With such a guarantee for wheat the farmers would produce so much that they would surely break the market and eventually break the government. In the meantime producers of other kinds of farm products must accept what is bid in the open market.

SEVENTY-TWO grain elevator operators of North Dakota and Minnesota have had the courage to go into court for an injunction restraining the enforcement of the grain grading act approved by the voters of North Dakota at the Nov. 7 election. It is a sad commentary on our republican system of government that we have to depend on the judiciary to preserve our liberties from the unthinking mob that now composes our electorate. Emotional government directed by passion leads to lynch law, the vigilantes and anarchy. The voters of the state approved this law altho it had the same legal objections as the one declared unconstitutional by the United States Supreme Court. The I. R. R. has not brot improved government.

Forcing Grain Into Europe by Loans.

Like the moth fluttering in circles about the candle flame so does the Congressman's idea on farmer aid revolve about loans to European nations to enable them to buy our wheat. The folly of throwing more good money after the \$10,000,000,000 already advanced to the nations associated with us in the war does not restrain the Congressional advocates of farmer aid. They are not concerned with ever getting the money back. All they desire is an artificial stimulus to exports of grain at the expense of the American taxpayer.

The latest of these bills was introduced Dec. 9 by Senator Peter Norbeck of South Dakota, and is indorsed by the American Farm Buro Federation. Under this bill the *modus operandi* is the filing of the American exporter's draft against the foreign importer by the importer with his home government. The foreign government indorses the draft, which is mailed to the American exporter, who, under the new law, would have the privilege of making a loan from the War Finance Corporation.

Under usual banking practice all indorsers of paper are liable, and unless sold to the American government "without recourse" the American exporter would be liable on the draft if the foreign government did not pay. This would throw the business into the hands of irresponsible exporters with whom exporters of financial standing could not compete in price and terms.

Just as soon as the plan became operative the exporters of other countries would offer grain at a concession below the American price and get the business of foreign countries enjoying good credit. All the bankrupt nations would flock to the United States to buy wheat.

It is characteristic of the crooked thinking of Congressmen who buy votes with gifts of seeds at public expense, and who buy votes with a soldier's bonus, that they have no regard for the interests of others than the special class they are seeking to favor. The more numerous consumer class would have the price of bread raised by our government whisking the loaf away from their table to the nations of Europe; and the still more numerous class of taxpayers would have to foot the bill.

If any such crazy scheme is put thru Congress it would be unjust discrimination not to include exporters of wheat flour, corn meal, shoe leather, clothing and other commodities necessary to the comfort of European bankrupts.

Contracting for the New Elevator.

The caution with which grain dealers generally guard their utter dissatisfaction with the poor elevator delivered to them is due probably to the fact that no one like to run down his own property. A letter from a Nebraska company which was far from satisfied with the elevator built for it has drawn out a similar complaint from an Illinois manager, who finds the concrete elevator delivered to his company anything but satisfactory.

Inasmuch as the Illinois manager was not with the company when the elevator was contracted for, it is possible that the contractor delivered everything as agreed. It is not possible to get a first class elevator for the price of a poor one, unless the elevator contractor makes a mistake in his price and is bound by his contract to make it good. But all of the traps and out-of-date machines have not been unloaded upon men inexperienced in the grain business. Many of the old timers have been trimmed to the bone because they did not take the precaution to insist upon plans and specifications in advance of the letting of the contract. When complete plans and specifications are provided it is easy for both buyer and seller to know exactly what is wanted and what the contractor expects to deliver.

Many of the plans and specifications are so incomplete and indefinite that even an expert designer would be unable to determine exactly what is intended. Country carpenters who have long been champions of the guess system are perfectly willing to cut and try at the elevator man's expense in the hope of getting something that will satisfy him. The grain dealer who sets out with a firm determination to secure a house of which he can be proud visits other elevators and gets his ideas well crystallized before outlining to the designer what he wants. It may not be difficult to satisfy strangers in the grain business with a house which provides an alluring lookout for the country round or the inexperienced man may be delighted with castellated turrets but the experienced grain man wants an elevator which will handle all different kinds of grain rapidly without spill and storage bins which will hold it without leak or grain or water.

As next year promises to be an unusually active year in remodeling old elevators and replacing out-of-date plants with modern facilities, it would seem to be the part of wisdom for dealers who contemplate such improvements to begin now to assemble ideas of what is needed to facilitate the mechanical handling of their business. A little thought and study given to the problems now will increase the probability of securing a satisfactory house.

The very fact that many owners of tile elevators have complained that the rain leaked in and the grain leaked out should eliminate tile from the list of desirable materials for constructing a grain storage house. Concrete also has met with many failures due primarily to the incapacity or inexperience of the workmen entrusted with the construction of the house. The sidewalk contractor knows so little about the necessary construction, arrangement and operation of grain elevators that he does not hesitate to take a contract to build even a transfer and cleaning elevator. We have published pictures and notices of many failures along this line. The grain dealer who desires a concrete plant will not only select a contractor who has had experience in that line, but he will try to select a man of recognized ability and known responsibility.

Wood will continue to be the most popular material for constructing country elevators because of a smaller first cost and the possibility of making changes in interior arrangement without enormous expense. However those looking for a cheap house will no doubt be led into expensive mistakes by barn builders who have no conception of the different stresses to which a grain storehouse is subjected and less understanding of the equipment necessary to facilitate the handling of bulk grain. The recent car shortage has developed structural weaknesses in innumerable country elevators that would not have been discovered except for their overloading. It is reasonable to presume that the barn builder who is responsible for the first blunder will not be employed to attempt to remedy the trouble. The only way to be sure of obtaining the elevator wanted is to study the arrangement, construction and equipment of other houses and then letting contract only after complete plans and specifications have been prepared.

Waste of Public Money on Waterway Improvement.

The statistics of shipments of grain from Chicago by water and by rail now show how futile is the attempt to increase the use of the water route by the expenditure of vast sums for improvements, while the railroad companies are permitted to nullify the effect by unfair rate discrimination.

Before 1916 the rail rates on wheat from Chicago to New York were always higher than the lake and rail rates; and the boats carried about one-half of the grain. The railroads always will get some grain, on shipments to interior points off the water route and even to seaboard points small lots such as five cars will go by rail, as the smallest holds on the lake boats are of 40,000 bus. capacity, tho the line boats will take less when they happen to be in the market, which is not often. Many of the lake boats have holds so large they cannot handle less than 160,000 bus.

The real reason, however, for the railroads getting so much grain is discrimination in the rate, their division of the rate between Chicago and New York allowing too little for the haul from Chicago to Buffalo and demanding too much for the haul from Buffalo to New York. Altho the longest haul is from Chicago to Buffalo, the railroads make their export rate per 100 lbs. 22½¢ from Chicago to New York and 15.17¢ ex-lake Buffalo to New York. Then there is the insurance on grain from upper lake ports amounting to 43½¢ per \$100.

As long as the railroads are permitted to make rates with the sole purpose of killing water competition just so long will the federal government be in the anomalous position of spending money on waterways to pound down the rail rates while practically under the Transportation Act guaranteeing the railroads a return on their investment, by permitting the rates on non-competitive traffic to be exorbitantly high.

The Iowa farmer who is paying federal taxes for waterway improvement is hurting himself when the only effect of the expense is to so cheapen the rail rate from Chicago to Buffalo that the railroads must have an exorbitant rate on corn from Sioux City, Ia., to Chicago, Ill., to make up what they are losing in their competition with the water route.

The lake season of 1921 was the first since the war started that the lake carrying trade

out of Chicago got a fair share of the grain and this was at the expense of the boats. Some boats took grain last year out of Chicago at 1¼¢ and one boat is said to have been chartered at ¾¢ per bushel. The rate on wheat that year is reported by the Chicago Board of Trade to have been 12.34 lake and rail, against 17.27 all rail, to New York for export. The lake got 27,095,000 bus. and the railroads 13,978,000 bus. of wheat; and of all kinds of grain, 127,000,000 bus., against 97,941,000 by rail.

Validity of the Capper-Tincher Law.

The early date set by the United States Supreme Court for the hearing of arguments on the unconstitutionality of the Grain Futures Act is gratifying to the grain trade. The sooner the trade is relieved of this burden of uncertainty the sooner will speculative activity be restored to the normal force that withstands the weight of grain marketings.

While there is in the minds of many would-be traders a belief that the law may be held valid, just so long will they refrain from commitments to be performed far in the future.

Several points weigh against the validity of the new law. The principal objections are two in number, the declaration in the law that trading burdens commerce, and the deprivation of the individual of his right to trade without trial by jury.

As to the point that trading burdens commerce the question arises whether the Supreme Court will accept the declaration by Congress as final, or will take evidence on this fact. Is the dictum of members of Congress that future trading burdens commerce to outweigh the testimony of 22 economic experts to the contrary? In revamping their bill Capper and Tincher placed their entire reliance on this false statement. Will the court swallow it?

The second point, not covered by the former decision is the right of the individual to trial by jury before being deprived of his means of livelihood. Leaving a jury of three to rule a man off the exchanges smacks too much of autocratic government. To rule an individual off the exchanges the com'ite of three are not required to show that the unfortunate member is a criminal, that he is not of good moral character or has been dishonest in his dealings. It will be sufficient to rule a man off the Board to show he has bot or sold 51,000 bus. when the com'ite of three believes 50,000 bus. to be sufficient. That is, if he traded 50,000 he is honest, if 51,000 he is a crook. Applied to other lines of activity the shoe merchant who sold 50,000 pairs of shoes would be held honest and the one who sold 51,000 pairs a crook. How ridiculous.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

I. C. 39476 passed thru Remington, Ind., Dec. 1, leaking corn badly at ends and door post.—Farmers Co-op. Co.

M. P. 34351 passed thru Shadeland, Ind., in train 90, Nov. 21, leaking wheat or rye at door post. Bad leak, but train did not stop here.—W. F. Noble.

C. & N. W. 65423 loaded with wheat passed thru Eustis, Neb., Nov. 21, on train 154, leaking wheat at one end.—G. C. Wolford, agt., C. B. Seldomridge.

Asked— Answered

[Readers who fall to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Location of Scale?

Grain Dealers Journal: We should be pleased to know the best and proper place to install a weighing scale in an elevator to raise the grain into the car. If placed in the top of the elevator, and having a direct spout to the car, how large a bin is required or has been found to be most practical in raising the grain from the weighing scale?—Peter Dek, pres. Platte State Bank, Platte, S. D.

Ans.: Weighing department officials will approve installations in the cupola above or in the ground floor below. If you have head room shipper is advised to put scale in the top of the elevator. If ordinary automatic the bin above scale should be large enough not to run empty just when the scale is closing on the dribble.

The location is not so essential as some other things. For example, any distribution should be above the scale and there should be no discharge possible from the scale except to car loading spout, if the figures shown by the counter are to be conclusive of the amount loaded into a car.

Substantiating Overcharge Claim?

Grain Dealers Journal: We had a 21½-cent rate to Louisville; but the railroad company issued a circular that rate would be 19½ cents if routed by way of East St. Louis, Mo., and Southern Ry.

On a shipment on this routing they charged us 27 cents. When we filed claim they refused to pay and we started suit, and our case will come up in January. Can the Journal give us a little light on the subject?—Craig Bros., Cadwell, Ill.

Ans.: Under the Interstate Commerce Act the rate to be paid is the rate prescribed in the tariff schedules; and it becomes a question of fact whether the circular was in effect at the time the shipment was loaded and whether the routing was that prescribed in the circular.

The shipment having already moved the shipper has the privilege of getting rate quotation from the Interstate Commerce Commission without charge on giving the particulars as specified in the Journal Nov. 10, page 619, to Geo. B. McGinty, sec'y Interstate Commerce Commission, Washington, D. C.

After the shipper has obtained this information from the Commission and furnished a copy to the railroad company, the railroad company will recognize this as sufficient authority to pay the claim immediately and the suit can be dropped.

Bunching and Demurrage?

Grain Dealers Journal: We had two cars set at our elevator and did not get the second car under the spout until after the 48 hours' free time from setting. We had the second car loaded and billed in less than 24 hours after the free time had expired on the first car. The railroad agent assessed us \$2 for demurrage. We are going to pay under protest, as we did not have the cars specified for the same day, altho they came to us together. Has the railroad authority to collect demurrage?—McCool & Ankerman, R. F. D. 2, New Madison, O.

Ans.: Rule 8, Sec. B, of the uniform demurrage rules provides:

"Cars for Loading.—When, by reason of delay or irregularity of the carrier in filling orders, cars are bunched and placed for loading in accumulated numbers in excess of daily orders, the shipper shall be allowed such free time for loading as he would have been entitled to had the cars been placed for loading as ordered."

Therefore the shipper was entitled to 24 hours additional free time on the second car, and carrier has no right to collect demurrage.

The foregoing rule is in effect from McCool & Ankerman's shipping station at Clark, O., on

the Big Four, which is a party to Freight Tariff No. 4-C issued by B. T. Jones, agt. Am. Ry. Ass'n, Nov. 24, and effective Jan. 1, 1923.

Getting a Patent?

Grain Dealers Journal: Which is the best way to proceed to get a patent on an invention? Would there be any danger of the patent attorney getting a patent on the invention when told of the plan and hired to get the patent? What should be the cost of the entire proceedings?—C. L. Sunflower.

Ans.: There is no danger that the patent attorney would steal the invention.

A. G. McCaleb, of Williams, Bradbury, McCaleb & Pierce, patent attorneys, states that "the expense incident to procuring a patent upon an invention which is not of a complicated character is usually between \$100 and \$130. This includes the attorney's charge for his services and the government fees, which amount to \$40, including a first fee of \$20, which is paid at the time the patent application is filed, and the final fee of \$20, which is paid after allowance, but before the patent issues. The charge made by a reputable attorney for his services in connection with a patent application must necessarily depend upon the nature of the invention and the time required to prepare and prosecute the patent application. However, it is comparatively easy to estimate the expense with accuracy when the nature of the invention is known.

The inventor should send a description of his invention either in the form of a model or in the form of a drawing, accompanied by a description of his invention and its mode of operation. His patent attorney will be in a position to advise him the approximate cost of securing a patent upon his invention by referring to the Patent Office reports and advise the inventor approximately how soon he can expect to receive an action from the Patent Office after his application is filed. In some cases the attorney will be able to advise the inventor that his invention either is or is not patentable. In some cases the attorney will advise the making of a so-called preliminary search to determine the matter of patentability before the inventor incurs the expense of preparing a patent application. The cost of such a preliminary search made by a reputable attorney is usually in the neighborhood of \$10 or \$15. After the results of the preliminary search are at hand, the attorney is usually in a position to advise his client of the approximate scope of the protection which can be secured by a patent and also the approximate cost of procuring the patent.

What is a Public Warehouseman?

Grain Dealers Journal: I have had an argument here that I would like to have you straighten out for us. A competitor tells us that we have no right to charge storage for grain unless we are licensed as a public warehouse. I contend that, as long as we do not accept unlimited storage or accept it for an unlimited time we are not a public warehouse. We always reserve the right to refuse to store grain for any one, stockholder or otherwise, and to refuse to hold the grain in store for an unlimited time. We claim that by our doing this a charge for storage is simply an agreement on the part of the owner to pay us a certain amount for taking care of his grain. Now can you tell us who is right?—Farmers Co-op. Elevator Co., Edwards, Ill.

Ans.: Neither is right.

Just as soon as a grain dealer in Illinois or any other state mixes the grain of different owners and charges for storage he makes himself a public warehouseman.

The reservations named do not affect the warehouseman's legal liability.

If a farmer has agreed with the grain dealer at the time the grain was brought in to pay storage at a certain rate for a certain time that amounts to a special contract which the grain dealer can enforce by holding out part of the proceeds of sale when the farmer orders the grain disposed of. Therefore the grain dealer can collect storage without a license, as contended by the Farmers Elevator Co.

As between his competitor, the farmers and himself the dealer can run his business to suit himself. It is only when the law of the state imposes duties, responsibilities and regulations on public warehousemen that the dealer must watch his step after he has gone into the public warehouse business by charging storage.

Recognizing that the country grain dealer doing a warehouse business is not properly subject to control of rates the Illinois Commerce Commission is confining its work to regulate more important matters, and is not enforcing by regulation the state authority over grain warehousemen.

If the Commerce Commission at some time in the future issues regulations requiring public

grain warehousemen to treat all customers alike the warehousemen will have to comply.

Quotation Not Offer.

Grain Dealers Journal: Mr. A, a grain dealer at Enid, Okla. (accustomed to sending out wire quotations occasionally to local points within the state), wired Mr. B, a grain dealer at Altus, Okla., as follows (all wires sent by Western Union):

(1) "Quote affixing conclusive delivered official terms alkali deadlly."

(Filed at Enid 11.00 a. m., Oct. 17, 1922.)

This message was received by Mr. B at Altus after 1:00 p. m., near the close of the market. (All Western Union messages show on their face the time of sending at origin and the time received at destination.)

At 4:40 p. m., same date, Mr. B filed a wire at Altus addressed to Mr. A at Enid as follows:

(2) "Book afforded alkali deadlly delivered quick shipment rush."

(Received by Mr. A at Enid at 5:02 p. m.)

Mr. A immediately wired as follows (filed Enid 5:10 p. m.):

(3) "Sorry can't book now what we had is sold market two cents higher will try locate more tomorrow and advise."

To this message Mr. B wired reply as follows (filed Altus 7:20 p. m.):

(4) "Replying your offer was firm without any conditions as to immediate acceptance our acceptance reasonably prompt and we expect you to fill the contract at the price quoted."

This message was received at Enid at 7:25 p. m., but being late in evening it was not received by Mr. A until 8:15 a. m. next morning. Mr. A immediately wired reply stating: "Our wire yesterday sent during session at 11:00 a. m. quoted prices not offers quotations subject market changes and further confirmation."

Mr. B claims a transaction was made and wants to hold Mr. A liable therefor. Mr. A claims no trade was made and denies liability for any loss sustained as claimed. But since only one car is involved and since the market difference was only two cents, the amount of such alleged loss claimed by Mr. B is insignificant, but the matter in dispute is not cleared, and it is agreed that the opinion of an experienced and disinterested grain man of prominence be solicited.

Although the amount involved in this case is quite small, Mr. A assumes the alleged measure of damage as claimed by Mr. B could have been or might have been many times greater had Mr. B booked five or ten cars or more for quick shipment or immediate shipment and had the market advanced in meantime 5 or 6 cents instead of 2 cents.

Mr. A also claims that a wire quotation sent during the market session only indicates present value, and naturally and logically is subject to market changes and further confirmation; consequently cannot be properly construed as a firm offer without qualification and further confirmation.

Mr. B claims that the first message from Mr. A was a firm offer without qualification, and that it was optional with him to accept at any time during the day as many cars desired specifying any time of shipment under ten days his option, without necessity or obligation to await further agreement or confirmation from Mr. A, and he holds that this wire acceptance (2) to Mr. A was binding and made completion of a trade.

We wish to extend thanks for kind courtesy in making reply—Wallingford Bros., by E. M. Flickinger, Oklahoma City, Okla.

Ans.: In the first message the use of the first word "Quote" deprived the communication of all binding force; and it became a mere feeler for business.

A quotation is distinct from an offer, in the trade view; and this coincides with the law, as expressed in the case of Nebraska Seed Co. v. Harsh.

Harsh wrote: "I have about 1,800 bus. or thereabouts of millet seed of which I am mailing you a sample. This millet is re-cleaned and was grown on sod and is good seed. I want \$2.25 for this seed per cwt., f. o. b. Lowell."

The Nebraska Seed Co. replied: "Sample and letter received. Accept your offer. Millet like sample two twenty five per hundred. Wire how soon can load."

The Supreme Court of Nebraska, in 152 N. W. Rep. 310, held that it was not an offer, only a quotation, saying: "We do not think the correspondence made a complete contract. To so hold would subject him to a suit by each one receiving a letter or invitation to bid." The court decided against the Nebraska Seed Co.

Message No. 2 was the first firm offer; and that required a third message of acceptance; or, by courtesy, a prompt refusal.

Therefore B has no claim on A.

Regulation of Warehouse Charges?

Grain Dealers Journal: In the hearing of Washington Board of Public Works referred to on page 635, issue of Nov. 10th, to determine handling and storage rates on sacked grain handled through flat warehouses, it was ruled by the Board that on account of present owners of warehouse company, operating some 35 or 40 houses in the counties for which the hearing was called, being unable to furnish actual cost of each warehouse to such present owners, that the original cost of each such warehouse be determined and used as present rate base valuation.

They readily admitted that as many of these properties had been built fifteen or twenty years ago, that such valuation was not over 57% of present values. The present owners contended that they had purchased these houses as part of a large system in 1918 when peak prices were in effect, but that on account of the system consisting of various kinds of properties being taken over as a whole, they were unable to set forth actual cost of each warehouse on values at present time, or time hearing was called.

The present owners filed an appraisal sheet of each property made by a reputable appraisal concern, which shows their values to be more than double that used by the Board. This appraisal was made early in 1921.

Under these circumstances, what is proper base rate, the valuation at time hearing called, or original cost of properties fifteen or twenty years ago? If any court decisions on same, please give reference.

It was contended by the warehouse company that the Board had based their findings on the experience of the three previous years, which it was readily admitted by all were three bumper crops in succession and much larger than the average crop. Contended, that this was wrong and that experience should extend over five or ten years so as to include some of the crops when losses were probable. What is your opinion of this and are there any rulings on same?

Contended by the warehouse company, that its houses in the counties and district for which the rate hearing was called was only a small part of its system operating in the same state and that its entire system was operated as one whole, and it was not fair to single out any particular section and try to show experience on same without also considering the balance.

What is your opinion on this, and are there any rulings as to same?

Contended by warehouse company, that they were not an enfranchised public utility and hence not subject to compulsory operation and could not be compelled to operate the houses if owners did not wish to do so.—Pacific Coast Elevator Co., W. D. Deaver, secretary, Portland, Ore.

Ans.: The proper base valuation is that at present time. This was so held in the following decision:

The Supreme Court of the United States in *Consolidated Gas Co. v. City of New York*, and *Willcox v. Consolidated Gas Co.* reported in 29 Supreme Court Reporter, page 192, held "The valuation of the property of the company, upon which it is entitled to a fair return, must, as a general rule, be determined as of the time when the inquiry is made regarding the reasonableness of rates fixed by statute, giving the company the benefit of any increase in the value of the property since it was acquired."

A public utility is entitled to rates that will give a return on poor as well as good years.

The contention of the warehouse company that its system of houses should be considered as a whole is incorrect, as the warehousing business is local, and the company is entitled to a return on each warehouse separately.

The contention that the warehouse company is not an enfranchised public utility is correct. Not enjoying special privileges, not being a monopoly and not having a franchise, the state has no control over its rates, except to see that having held itself out to store the grain of all comers the warehouse company charges all patrons the same rate at the same warehouse. When so provided by the Constitution and statute the state may regulate warehouses as public utilities; but this should not extend to fixing the rate of return on the investment, which is regulated by competition. Under the Act creating it the old Illinois Public Utilities Commission sought to regulate warehouses and began by demanding the filing of a lengthy schedule of reports. This was resisted by the Monarch Refrigerating Co.; and the present successor of the Commission, the Illinois Commerce Commission, is not attempting to require such reports or fixing any rates for warehousemen, taking the commonsense view that such interference would serve no useful purpose. The Supreme Court, however, upheld the power of the state to regulate, in the following, from 267 Ill. 528:

"Under Const. art. 13, sec. 1. and Public Utilities Act, sec. 10, a warehouse and cold storage plant is a public utility subject to the jurisdiction, rules and regulations of the Public Utilities Commission."

It is doubtful if any governmental fixing of rates for storage will be sustained by the courts.

Refrigerator Cars Applicable?

Grain Dealers Journal: In reply to Jones & Co., in this column Nov. 25, I would say it is to be presumed that refrigerator cars were not considered at the time the contracts were made, since no mention of them is known to have been made in the confirmations or the articles of trade. The shipper obligated himself only to furnish a given quantity of wheat, and to ship it to mill B, and as the confirmations expressly specify billing instructions it would seem that the shipper is within his rights when he tenders the grain in any kind of car that will move from his station to the station where the mill is located. He is not concerned with the miller's position after the wheat is unloaded from the cars, and, therefore, the wheat in refrigerators is applicable. —C. A. Lovell.

APPLICATION of nitrogen to growing wheat can shorten the total growing period of the plant or lengthen the period of growing, depending upon the time of application, states W. F. Gericke, in *Soil Scientist*. "The most probable explanation of the cause of the differences in protein content of the wheat is to be found in the differences in the rates of absorption of nitrogen and its utilization, which were greater than in the wheat whose head-bearing stalks had a short growing period than in those which had a long growing period."

WITH the exception of a little native corn grown in a few of the far Western States, the corn for grinding on the West Coast and for feeding in the Inter-Mountain Country must all be shipped in. During the past few years, we have not heard so much of this Western demand, as Western Nebraska and Eastern Colorado has bumper corn crops, and the West bought heavy in this section. This year, the crop in these localities is practically a failure and buyers are forced to come as far East as Western Iowa to obtain their requirements. While the demand from the West is more or less spasmodic, it will be a market factor this season, as millions of bushels of Nebraska corn, which was shipped to Eastern and South-western terminals last year, will go West this season. This demand will be materially increased, should the winter be severe.—The Marshall-Hall Grain Co.

Coming Conventions.

Jan. 3, 4 and 5. Farmers Grain Dealers Ass'n, at Oklahoma City, Okla.

Jan. 23, 24, 25. Farmers Grain Dealers Ass'n of Iowa, at Des Moines.

Feb. 6, 7 and 8. Farmers Grain Dealers Ass'n, at Decatur, Ill.

Death of W. S. Washer.

Grain trade association workers everywhere will be shocked to learn of the death of William S. Washer of Atchison, Kans., for wherever he was known he had a host of friends. Will Washer was born in Atchison in January, 1879, and after graduating from Midland College he joined his father, S. R. Washer, in the organization of the Washer Grain Co. Mr. Washer, early in his business life, became active in grain trade association work and immediately gained popularity by his oratory and willingness to work. His grasp of grain trade details and especially of traffic matters enabled him to render splendid service to the associations and to the trade.

He had served the Kansas Grain Dealers Ass'n in various capacities and several years ago was honored with the presidency of that large organization. He was a trustee of Midland College, Master of the Washington Lodge No. 5, A. F. and A. M., a past exalted ruler of the Elks and a member of the Episcopal church. Mr. Washer was highly esteemed in his home town where his many kindnesses won admiring friends.

In 1907 Mr. Washer organized the Atchison Board of Trade and served it for five years as president. He also served as Traffic Commissioner and did splendid work in promoting the interests of his market.

The failure of the Atchison Mills Co., of which he was one of the organizers was indeed a sad blow to Will Washer, not alone on account of his own losses but on account of the losses of many of his friends whom he had induced to join the enterprise. The general slump in business was too much for the young corporation to withstand and it is said that he never ceased grieving over the failure of the enterprise.

Following the sale of the plant of the Atchison Mills Co., Mr. Washer moved to St. Joe and organized a grain commission business. He had been suffering from diabetes for some time and returned home early in November only to die of the dreaded disease in the Atchison hospital on November 27th. He is survived by his mother and by his aged father, who has long been known as one of the pioneer grain men of Kansas.

BILLS which make available for farm loans a total of \$60,000,000 have been introduced in the senate and house of representatives by Senator Lenroot and Representative Anderson. The present government subscription to the twelve farm loan banks is \$12,000,000.



W. S. Washer, Atchison, Kan., Deceased.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

That New Head Drive.

Grain Dealers Journal: Regarding cuts and article on New Friction Elevator Head Drive, page 697 of the Journal for Nov. 25, you ask a question which we feel calls for an answer by asking another question.

What causes friction in an elevator head or where does it occur?

Answer: It is caused by slippage between the cup belt and the surface of the pulley.

The method of driving illustrated is not new, it is merely a new application of the drive.

If elimination of bearing friction is the object of the drive, we fail to see any benefit derived as in this case four bearings are used instead of two and the speed of these roller shafts is 300 r.p.m. instead of 38 r.p.m.

Then another question arises, which shaft or which bearings will heat the quickest?

This question needs no answer.

It is not our purpose to act as a kill joy for other people, but when anyone makes claims they ought to be able to substantiate them.—Yours truly, P. F. McAllister & Co., Bloomington, Ill.

More About Rate Quotations.

Grain Dealers Journal: In publishing my communication of recent date under the heading "Erroneous Rate Quotation," on Page 686 of the Journal for Nov. 25, you appended the following note:

"The shipper should present a detailed statement of the facts to the Interstate Commerce Commission and request a ruling limiting the freight charges to a reasonable figure.—Ed."

I suppose the advice you give is sound, but in most cases it would be impractical to act upon it. "The world do move" in the grain business; the shipper who gets an inquiry and a request for a price today must answer today and in definite terms if he expects to get the business. He cannot await the slow grinding of the mills at Washington for rate information or for any other data. Competition is too keen, too many other dealers are anxious for the same trade.

Moreover, it is my understanding that the commission will not furnish rate information on contemplated shipments, and this seems to be borne out by the experience of Mr. J. A. Hughes of Howe, Tex., as related in his letter published on page 619 of the Journal for Nov. 10. Yet, if the shipper goes ahead and makes a shipment, relying upon a rate quoted him by an agent of the railroad, the commission will give him no relief if it develops later that the quotation was incorrect and that the published rate is in fact higher than the one furnished in the first instance.

Therefore, the facts remain thus: Whatever rate information the shipper gets before a shipment moves is good only if it happens to be correct. If incorrect the carriers refuse to stand by it, and they are supported in their position by legal theories. After a shipment moves, recourse to the Interstate Commerce Commission to learn the true rate is analogous to locking the barn door after the horse has been stolen and little more productive of good results.

Nothing will settle this matter equitably but some means to penalize the carrier who quotes an erroneous rate; and no form of

penalty will deal justly by the injured shipper unless it returns to him the amount of damage he suffers by reason of the wrong information he receives.—C. A. Lovell.

Wants Number of Bushels Shown in a/c Sales.

Grain Dealers Journal: I have in mind an apt illustration for the grain trade patented after the non-essential citizen of the Chicago Tribune's cartoonist. I would so dub the grain receiver who sends a/c sales without showing the number of bushels. For instance, I receive a/c sales frequently for oats which specify Car No. 35,652—55,470 lbs. at 39 cts.—\$576.04. Country dealers thruout Illinois buy oats by the bushel and keep their records in bushels. Why some receivers persist in sending me a/c sales as described is beyond me. Is it possible some of them are incapable of reducing pounds to bushels? How many times should a shipper request the stipulation of the number of bushels in each car at destination in order to get all facts in account of sales?—The Frogs Legs.

Another Unsatisfactory Elevator.

Grain Dealers Journal: I have just read the letter in the Journal for Nov. 25 from Peter Hanson at Superior, Neb., and want to say I am glad there are a few men in this world who are willing to take the word of some one who is probably better posted as to what is needed in an elevator than the directors. If my directors here had taken my word in some of these things the company would be better off than it is today.

I was here for two months before this elevator was finished, and I had worked some few years in elevators before I came here. When they asked me what I thought of the equipment of this place I told them, and I was dubbed a "chronic kicker" by some of the directors. The fact is, none of the directors had ever seen the inside working of an elevator till they started to build this one, and they allowed the contractor and various salesmen to bulldoze them right. I don't blame the directors only that they refused to take advice, but took the contractor's word as gospel.

In the first place, they were talked out of a type-registering scale, and persuaded to put in an old-fashioned compound-beam scale. I don't know just why this was done, unless it was because the company they bought the scale from did not make a type-registering scale that would work. It surely seems that, for the small difference in price, the type-registering is the only kind to get, and if the company that made ours does not make a satisfactory one, I know of at least one company that does.

Then they bought a widely-advertised engine—15 H. P. I had worked with four others of the same kind before I came here, and I never saw one of them satisfactory yet. I told them so before they put it in, but they went ahead and put it in on the recommendation of the contractor. It "laid down" completely a couple of months ago, and I quit worrying with it, so they hired a mechanic at \$1.50 per hour to doctor it up. When he had done about \$50 worth of work on it he told them the same as I had told them—that the engine never was any good and never could be made any good. Another \$50 shot, but now they believe it.

They bought a "self-supporting" head. Easy to install, but no good after it got there. It is about gone now, and it will cost considerable money to install a good one. This is a concrete house, and it costs money to dig a hole in it.

They bought, on the recommendation of the contractor, a "Challenge" truck dump, which I said wouldn't work as soon as I learned the principles of it. We tried it out and it didn't work. Then we notified the manufacturers, and they stated that it had not been guaranteed to

us, but to the contractor. The contractor refused to do anything about it, after he was paid, so we are "stung again."

Such is life. I don't claim to know all about elevators, but I do believe that a man who has worked a few years at this business ought to know more about it than men who have never seen the inside of one before. So I feel like patting Mr. Hanson on the back for refusing to pay for the job till it is finished.—Illinois Manager.

Car Reported Leaking Lost 3,100 Lbs.

Grain Dealers Journal: In looking through your Nov. 10th number under the heading, "Leaking in Transit," we notice a report made by Mr. J. H. Young of the Checota Mill & Elevator Co., reporting leakage on car CNW-107130 of oats passing through Checota, Okla. This car was consigned to us, and when unloaded was short 3100 lbs. of oats.

This information no doubt will be of great benefit to us in handling our claim with the carrier, and we think it would not be amiss for you to so advise Mr. Young, thanking him for the information.

If the grain dealers would watch this column closely, no doubt, they would find numerous cars on which the carriers have turned down good claims, because the receiver is not able to prove a shortage other than by weights.—South Texas Grain Co., G. J. Thacher, Traffic Manager, Houston, Tex.

Contracting for a Make Believe Elevator.

Grain Dealers Journal: The stand of Peter Hanson of Abdal, Nebr., in his letter on page 686 of the Journal for Nov. 25 is most commendable. We hope his experience as reflected by his letter will serve as a warning to others. His trouble may appear as a joke to the barn-builders, but it is a tragedy to the dealer who needs and expects to get a modern rapid handling elevator which will handle bulk grain without spills and store it without leaks.

Our company sent a representative to Abdal at least twice to submit plans and a proposition, but in vain.

We believe Mr. Hanson as well as every other dealer who wishes to build should read carefully the article entitled "Plans and Specifications Necessary to Get Satisfactory Elevators" which appears on page 683 of the same number of the Journal.

We can name some professed elevator builders who try to convince the Owners they are the only contractors they should consider in their plans to build. They submit plans that will include far less than the sixty straight lines and as to specifications "There ain't none" or any that experience could interpret as such and the amazing part of it is those "birds" in some manner go away with the contract.

This in view of the fact there will be several Engineers and Builders bidding for the work, men who are well known in the elevator building line and can refer the Owners to grain elevators they have erected in near by territory, and can supply dealers with the very best credentials as to their reliability, still the barn builder will occasionally get away with the contract on the strength of his imitation plans and specifications.

At some points our Company has been called upon to put "new and complete" buildings in working condition after the builder had left. In most cases the builder had collected the amount of his contract and the Owners were not as fortunate as the Company at Abdal.

How do they do it? In every instance of this kind we can trace the cause to price, and this covers the imitation leaky tile construction as well. The tile contractor will build the same capacity and same specifications for ten to thirty per cent less than the regular elevator contractor who has the reputation of building

the real article as well as being on the level with his customers.

We have never found out why owners of elevators will let those "birds" get away with this, and it is all the more amazing when we find this has been put over on those experienced in building deals.

This is along the same line as our furnishing owners data to show and prove the unworthiness of hollow tile. We have furnished statements by owners as to the weakness of elevators planned by tile manufacturers in place of engineers and of the leaks and car loads of grain spoiled from that cause, and of equipment placed by those knowing nothing about it with the resulting disaster. Still the dealers fall for these empty tile promises.

We find it is seldom that a grain dealer getting "stung" by such methods will admit it and assist in suppressing the menace and preventing others from getting "hooked" in the same way.—Younglove Construction Co., by J. F. Younglove, Sioux City, Ia.

Illinois State Grain Inspection Fees too High.

Grain Dealers Journal: One burden on the shippers of grain to Chicago is the excessive fee for inspecting grain charged by the Illinois State Grain Inspection Department. The fee is much more than the service should cost and could be greatly cut down if the department were conducted on a businesslike basis.

The earnings on the present high fee allow padding of the payrolls and the employment of men to work only a few hours a day or not at all.

Just to show the conditions existing I will mention some that have come under my notice.

First, the state inspection office force quits about 1 o'clock each day, while the United States Government Inspectors work until 4:30 and 5 p. m.

Second: The State Board of Grain Appeals appointed by the governor of the state is costing \$100 a month for each of the three members, or \$3,600 a year, and only one is a practical grain inspector. Altho this work costs the state over \$3,600 a year, I do not believe the committee passes on more than one or two samples of grain a month, while the United States supervisors pass on 100 to 200 per month, one man doing it all.

A jeweler residing at Naperville, Ill., is one member of the appeals committee and a man engaged in the real estate and lumber business at Prophetstown, Ill., is the third member of the Board, and if they do any real work to earn their \$1,200 a year apiece I have been unable to discover it. Can the Journal throw any light on the work they do?

The Federal Government has cut down its fee for appeals from \$5 to \$2, and it seems the State ought to be able to give us the same reduction by cutting off the two useless members of the appeal board. I would like to hear from other dealers in the Journal as to how they feel about taxing the grain business to support politicians who do no work.—E. M. Weller.

Note: The three members of the State Appeal Board are Samuel H. Smith, Chicago grain inspector of long experience and ability; E. D. Mathis, real estate and lumber, Prophetstown, Ill., active in politics; and Arthur D. Miller, a politician of Naperville, Ill., active in politics and long engaged in the jewelry business.

So far in 1922 the State Board has passed on about 17 appeals, for which the fees totaled \$85, and of which about \$35 was returned because the grade was changed, leaving net earnings of about \$50.

The federal supervisor for the Chicago district in the crop year July 1, 1921, to June 30, 1922, passed on 2,465 appeals, in about one-half of which the grade was changed resulting in the refund of the fee.

Three men on the board of appeals seemed reasonable many years ago when the rules for grading contained vague phrases such as "Reasonably clean," "Reasonably free from" and "Not good enough for." When so much judgment had to be used three men were more likely to be fair than one, and the appointment of three men was excusable. Now the grades are stated in percentages and one man ought to be able to give a correct grade.

Capper-Tincher Argument Jan. 15.

On Dec. 4 the Supreme Court of the United States set Jan. 15 as the date for argument on the constitutionality of the Grain Futures Act, granting in a measure the motion made by the Chicago Board of Trade Nov. 25 for the advancement of the suit and for suspension of the act for 20 days after it decides.

The court ordered, subject to acceptance by the government, that the status quo be preserved while the case is pending and for twenty days thereafter, provided members of the board of trade shall not be relieved from severally keeping and preserving as required by the grain futures act all their contracts for future delivery in the pendency of the suit.

Henry S. Robbins, counsel for the Board of Trade, in making his motion to the Supreme Court, said:

This is an appeal from a decree dismissing for want of equity a bill filed by the Board of Trade of the city of Chicago and seven of its members against the United States District Attorney and Postmaster at Chicago and the Secretary of Agriculture, to enjoin enforcement of the recent act of Congress entitled the "Grain Futures Act."

Upon the filing of the bill the District Court entered a rule to show cause why a temporary injunction should not issue and, by an order substantially in the terms mentioned in the foregoing motion, restrained the defendants from enforcing the act pending the hearing of the motion for the interlocutory injunction. Upon such hearing the District Court denied the injunction and of its own motion dismissed the bill for want of equity, that an early decision on the question of the constitutionality of said act by this court might be had.

The sole purpose of the bill being to have said act adjudged to be violative of the Federal Constitution, the District Court allowed an appeal to this court and directed that its existing temporary restraining order continue in force until this court should act upon appellants' application for a continuance of such order, provided such application should be made by November 27, 1922.

Suits similar to the present one have been filed by the other principal grain exchanges where future trading occurs, and by agreements of the parties to such suits, they are to abide the decision of this appeal.

The importance to the public (as well as to the grain exchanges) of an early decision as to the validity of this new act is so apparent that nothing need be said upon that part of this motion, which seeks to have the case advanced.

We confine ourselves to the reasons for preserving the status quo.

This "Grain Futures Act" was enacted to take the place of the "Future Trading Act" which, as respects all its regulatory features, this court, in *Hill v. Wallace*, annulled because beyond the taxing and commerce powers of Congress.

This former act placed grain exchanges, where trading in grain for future delivery occurred, under the control of the Secretary of Agriculture, who was to give them designation as "contract markets" if they complied, and continued to comply, with the regulations prescribed in the act. Compliance by the exchanges with the act was enforced by a tax of 20 cents a bushel upon all contracts for the future delivery of grain, which were not made "by or through a member of a contract market."

The new act re-enacts verbatim all the regulatory provisions of the former act. Instead of forcing the exchanges to become "contract markets" by a prohibitive tax on all future contracts not made by its members upon a qualifying exchange, the present act seeks to attain the same results by imposing a penalty and imprisonment upon any person who makes a future contract for grain otherwise than when, or through, a member of an exchange which has become a contract market.

In other words the Grain Futures Act is the same as the Future Trading Act minus the tax imposed to enforce and plus a provision making non-compliance by members of the exchanges a crime.

Not a Burden on Commerce.—The new act attempts to support its validity by reciting that manipulation upon the exchanges causes sudden and violent fluctuations in prices, which in turn constitute a burden upon interstate commerce in grain; but the bill alleges this not to be so, and this allegation is supported in this record by a chart of wheat prices in Chicago for 81 years and by the affidavits of 22 of the leading professors of political economy in Harvard, Yale, and others of our leading universities.

It is therefore, submitted that this Board of Trade ought not, while this appeal is pending here, to be forced to elect between causing the great disorder in the grain markets—which will result from the ceasing of future trading by its

members—and voluntarily complying with the act and thereby prejudicing its right to a decision of this court upon its constitutionality.

No tax is here involved, as was the case in *Hill v. Wallace*, where a stay order was entered by this court.

True the stay there was specially worded, because the suit was by six members of the exchange, and thereby their individual rights were sufficiently protected. Here the exchange itself resists all the provisions of the act, and the stay order should be in the terms of the motion therefor. Otherwise traders may be confused, and desist from future trading, thereby curtailing the market resorted to—especially at this season of the year—for "hedging" by those who are now buying extensively the farmers' grains.

That the public will not suffer by this short suspension of the act follows from the fact that this exchange and its future trading have been going on for more than fifty years without congressional control, such as this act contemplates.

Working for Reduced Telephone Tolls.

A conference will be held in New York city early in January to discuss a reduction in telephone rates.

Henry L. Goemann, chairman of the Transportation Committee of the Grain Dealers National Ass'n, will head a committee composed of representatives of various organizations which committee will meet with E. K. Hall, vice-president of the American Telephone & Telegraph Co., and discuss the whole proposition of reducing the existing telephone rates throughout the country.

At the New Orleans convention Mr. Goemann was instructed to proceed at once to enlist the aid of other trade associations in a nation-wide effort to have the present burdensome rates reduced. He called a meeting at Chicago on Oct. 17 last. Invitations were sent to forty-four organizations and most of them sent representatives to the gathering.

At this meeting it was decided to appoint a committee of five to meet with the officials of the American Telephone & Telegraph Co. and discuss the entire matter of rates and cost of operation.

Owing to the near approach of the holidays it was decided to wait until after the new year to hold the New York conference. The date for the meeting has not been set but it will likely be held some time before January 15.

Chairman Goemann is also engaged in an effort to have enacted into law H. R. 9933 introduced in congress by Representative Edward B. Almon, of Alabama. The purpose of this bill is to repeal the war tax on telephone and telegraph messages.

The grain trade, as well as all other lines of business that handle the products of the soil are, of course, extensive users of the telephone and telegraph services. The tax on all such messages, coming on top of the high rates themselves, is extremely burdensome at this time when the market prices of all farm products are very much lower than they were when the tax was imposed. All of these high rates and taxes ultimately come out of the producer whose general troubles are now the cause of so much political unrest.

Congress has repealed the war tax on freight shipments and also upon passenger fares. There is, therefore, no reason why it should not go further and repeal the tax on telephone and telegraph messages. As a matter of fact the repeal of the tax on freight charges and the tax on telephone and telegraph messages, is of much greater importance, and will contribute more to a general revival of business, than the repeal of the tax on passenger fares.

If the Grain Dealers National Ass'n can, through Chairman Goemann and his committee representing various interests other than grain, succeed in having the Almon bill enacted into law, the way will be cleared, it is thought, for a reduction in telephone and telegraph rates which were increased during the war and have never been reduced. It costs the telephone and telegraph companies many thousands of dollars annually to collect the tax and this expense would automatically stop with the passage of the bill.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Brandon, Man., Dec. 5.—Our grains such as wheat, oats, barley and rye are of excellent quality and we have an abundant crop.—J. A. Young, A. E. McKenzie Co., Ltd.

Gadsby, Alta., Nov. 22.—Grain crops were the lightest ever known here this year. No oats or barley raised at all. Will have to ship in oats for feed and seed. Wheat only made from 3 to 5 bus. per acre. Very dry fall and open winter so far which does not look favorable for next year's crops.—Ray S. Drake, Gadsby Farmers Elevator Co., Ltd.

Ottawa, Ont., Nov. 30.—The total wheat harvest in Canada is placed at 391,425,000 bus., the highest since 1915. This is an average yield of 17½ bus. from 22,422,693 acres. The 1915 crop totaled 393,542,000 bus. from 15,109,415 acres, or 26 bus. to the acre. The total yield for oats for the year was 513,033,000 bus., and has only once been exceeded, in 1920, when the record was 530,709,700 bus. The yield per acre the past year was 37.30 bus.—Dominion Bureau of Statistics.

ILLINOIS.

Cadwell, Ill., Nov. 30.—Chinch bugs hurt corn a great deal. Corn husking about finished.—Craig Bros.

Springfield, Ill., Dec. 6.—The week was warm, with light to moderate rains. The roads are heavy in some areas. Plowing is under way in various parts of the state. Wheat is in generally good to excellent condition since the drought ended, but some spots in the southern counties are only fair. Corn husking continues.—Clarence J. Root, Meteorologist.

Edwardsville, Ill., Dec. 9.—Farmers are far better satisfied as a whole this year than last, and are beginning to buy again. We expect next year to be a good year in sales of machinery, etc. Acreage of wheat considerably reduced this fall. A good many farmers expect to slow down on hog production next year and sell their corn instead, as the prices of corn and hogs, they figure, are getting more nearly on a par than they have been for years.—Farmers Co-op. Elevator Co.

Chicago, Ill., Dec. 6.—November was generally favorable to the completion of the year's farm work. Corn gathering was without much interference by weather; plowing for spring crops was pushed over the belt, and some of the lost time was made up in the northern tier of states. Quite a droughty area persisted over the Dakotas, Montana, part of Minnesota, Nebraska, Kansas, Oklahoma and Texas, with similar conditions in the central mountain region and middle eastern states. No extension of winter wheat seeding was reported from the dry areas; additional rye acreage was secured; both grains enter the winter with reduced acreage and condition under the average. Reports of our correspondents give the total winter wheat area seeded at 40,545,000 acres which is 9% under the amount seeded last fall, the decrease being 3,997,000 acres. The total is the smallest since 1916 when it was 39,203,000 acres. The condition averages 83.2 which is 7.2 higher than last December, but 4.7 under the average of the previous ten years. Projecting December condition into bushel prospects is less accurate than estimates in the growing season. The acreage and condition shows 1.8% below last fall, from which was harvested during this summer a crop of 541,000,000 bus. Our figures are subject to such revision as is made by the Bureau of Estimates in the final estimate of the previous acreage. Reports on rye acreage show a total of 4,589,000, a loss of 11.3% compared with the amount seeded last fall. The condition averages 85.7, the lowest since 1916; it is 6.5 below last December, and 5.1 below the average of the previous ten years. The acreage and condition combined is 17.3 below last season, the crop yielding this summer 80,000,000 bus.—P. S. Goodwin, Clement, Curtis & Co.

Springfield, Ill., Dec. 1.—Favorable late fall weather has prevailed during the past two weeks. Rainfall has been sufficient to improve the growth of fall sown crops and pastures. Late field work has made fair progress. Reports covering the general advancement of farm work for this time of the year are mostly optimistic. Farm crops have largely been secured in excellent condition. Corn husking is over 85% completed. Conditions have been mostly favorable for gathering this crop, and the quality of the crop now in Illinois corn cribs will rate up with the best on record. The movement of new corn to market is light as farmers are inclined to hold for higher prices or for feeding purposes. Winter wheat started rather unevenly due to the earlier soil moisture deficiency, but November rains have noticeably improved and evened up growth generally. The crop will go into winter in a much more satisfactory condition than earlier expected. Reports show a larger acreage sown in the stubble than usual, and that an increased acreage has been sown this fall. Rye condition is about the same as for winter wheat, but very little change in acreage is indicated from that of last season.—A. J. Surratt, Agricultural Statistician.

INDIANA.

Cates, Ind., Dec. 2.—Bumper crop of corn here, with 80% of it out of the fields. Wheat was sown late, but with favorable weather we have had it will go thru the winter. There was a large acreage of wheat sown.—S. J. Mette, mgr., Cates Elevator Co.

Rosedale, Ind., Nov. 25.—Crop of wheat is about all in, and corn husking is in full blast. Corn quality and yield is the best in years; one field in Raccoon bottoms made 80 bus. to the acre of Johnson County white. Farmers are selling some.—Rosedale Elevator Co., by J. M. Boatman.

IOWA.

Centerdale, Ia., Dec. 9.—Corn all husked and is of fine quality, but yield is not as large as usual.—L. P. Foster, mgr., Farmers Exchange.

KANSAS.

Minneola, Kan., Nov. 27.—The prospect is good here for a bumper crop of wheat.—L. M. Taylor, Security Elevator Co.

Doster (Caldwell p. o.), Kan., Nov. 27.—Prospects are for a good crop of wheat here. Acreage is 100%.—A. J. Moore Grain Co.

Topeka, Kan., Nov. 28.—It is estimated by correspondents that 11,316,000 acres of wheat have been sown in Kansas this fall, or 7.89% less than record acreage of a year ago. This fall's sowing has been exceeded only three times, in 1921, 1920 and 1918. Growers ascribe the decrease to the low price of wheat and the dry weather, their opinions as to causes being almost equally divided between these two. The

present condition of the growing wheat of Kansas is rated as 71.1. This is 12.5 points higher than a year ago, but is 7 points under the five-year average, and is the third lowest Nov. condition in the history of the state. Lower fall conditions were 58.6 in 1921 and 70.1 in 1917. Lack of moisture in the summer and fall throughout the major portions of the principal wheat-growing regions accounts for the comparatively unfavorable rating of the growing crop. This deficiency made the preparation of the land exceedingly difficult and very costly as the same equipment, time and labor could not accomplish the average daily outturn. It also delayed seeding, and as a matter of fact drilling was resumed in the west and southwest following recent rains, and is still in progress in some localities. At this time as much as 30% of the acreage intended to be sown was yet to be planted in several of the southwestern counties. In a general way soil condition has been favorable for sowing, germination and growth of wheat in the eastern half of the state, and decidedly unfavorable in most of the western half. In the latter region probably not more than 60% of the wheat sown is up, but in parts where rains have fallen within the past month rapid improvement may be expected.—J. C. Mohler, State Board of Agriculture.

MISSOURI.

Bunceton, Mo., Nov. 27.—Corn is short on account of chinch bugs. It is light and chaffy.—W. R. Wilson.

NEBRASKA.

Cambridge, Neb., Nov. 24.—Crops are short here.—Farmers Union.

Oakland, Neb., Nov. 23.—Corn is averaging 50 bus. to the acre.—Swanson Grain & Coal Co., Wm. Swanson.

Corn Crop Statistics Unsatisfactory.

Various uses of corn on the farm, and methods of harvesting have always created a wide variation as to the actual results, says P. S. Goodman. The statistics of the crop are always given in bus., while from 20 to 30 per cent of the crop is harvested for animal feeding without grain separation. The crop statistics are misleading as they include these uses figured on the average of the corn gathered for the grain content. The Bureau of Estimates gathers this information, judging from the reports of some of its state and district agents, but it is never furnished to the public in detail. A proper division would be to report the bus. of grain gathered; the tonnage in silage or fodder with the grain, and an estimate of the quantity used for grazing or hogging down, the latter being usually

Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.												
	Nov. 25.	Nov. 27.	Nov. 28.	Nov. 29.	Nov. 30.	Dec. 1.	Dec. 2.	Dec. 4.	Dec. 5.	Dec. 6.	Dec. 7.	Dec. 8.
Chicago	115½	113½	116½	117½	116½	116½	115½	115½	116½	116½	117½	120½
Kansas City	106½	105½	107½	108½	108	107½	107½	106½	107½	107½	108½	111
St. Louis	114	113	115½	116½	115½	115½	114½	114	115½	115½	116½	119½
Minneapolis	114½	112½	114½	116½	116	115½	114½	114	115½	116½	116½	118½
Duluth (durum)	97½	95½	97½	98½	98½	98½	97½	96½	96½	97½	98	101½
Winnipeg	107½	105½	107½	108½	107½	107½	106½	106½	107½	107½	108	110
Milwaukee	115½	113½	116	117½	116½	116½	115½	115½	116½	116½	117½	120½
MAY CORN.												
Chicago	68½	68½	70½	71	70½	69½	69½	68½	69½	70½	70	71½
Kansas City	68½	68½	67½	68½	68½	67½	67	66½	67½	67½	67½	69½
St. Louis	68½	68½	70½	70½	70½	69½	69½	68½	69½	70	70	71½
Milwaukee	68½	68½	70½	70½	70½	69½	69½	68½	69½	70	69½	71½
MAY OATS.												
Chicago	42½	41½	42½	43½	43½	42½	42½	42½	42½	43	43½	44½
Kansas City	42½	40½	42½	42½	42½	41½	41½	41½	41½	41½	41½	42½
St. Louis	43½	43	44½	44½	44½	44½	44	44½	44½	44½	44	46½
Minneapolis	36½	36½	36½	37½	37	36½	36½	36½	37½	37½	37½	38½
Winnipeg	45½	45½	46½	46½	46½	45½	45½	46	46½	46½	46½	47½
Milwaukee	42½	41½	42½	43½	43½	42½	42½	42½	42½	43	43½	44½
MAY RYE.												
Chicago	84½	83½	86½	87½	86½	86½	86½	86½	87½	87½	88	90½
Minneapolis	77½	76½	78½	79½	79½	78½	78½	78½	79½	80½	80½	82½
Duluth	80½	79½	81½	82½	82½	81½	81½	81½	82½	83	83½	86
Winnipeg	80½	79½	81½	82½	82½	81½	81½	81½	82	83½	83½	85½
MAY BARLEY.												
Chicago	70	69	68	70	71	71	71	71	71	71	71	70
Minneapolis	56½	56½	56½	57½	58	57½	57½	56½	57½	57½	57½	58½
Winnipeg	56½	56	56½	58	58	57½	57½	56½	57½	57½	57½	58½

*December future.

the poorer fields. Estimating the entire acreage on the good fields harvested for grain results in an unsatisfactory report.

We have queried our correspondents as to the percentage of corn used for silage, for fodder, grazed and hogged down, combining the latter three and the amount of acreage abandoned—that which was not used for any purpose. The assembling of these items by states presents an interesting view of how the corn is used, the east going heavily into silage, Wisconsin and Michigan being also heavy silage states. The gathering for fodder is always the rule in the upper tier of states, in the mountain region and the Pacific coast, where the seasons are too short to ripen the grain. Large fodder gatherings are common in years when the crop is damaged, as instanced this season in the dry area of the west and southwest. The abandoned acreage in these sections was heavy.

Oats Movement in November.

Receipts and shipments of oats at the various markets during November, compared with November, 1921, were as follows:

	Receipts—		Shipments—	
	1922	1921	1922	1921
Baltimore	335,421	18,623	584,024	3,478,000
Chicago	8,200,000	3,552,000	7,292,000	122,000
Cincinnati	262,000	242,000	110,000	122,000
Duluth	63,514	229,399	279,814	464,214
Ft. William	4,802,513	4,727,224	4,453,156	6,939,153
Indianapolis	818,000	856,000	622,000	580,000
Kansas City	1,485,890	314,500	457,500	250,500
Milwaukee	2,140,375	1,410,850	1,749,270	1,334,753
Minneapolis	2,324,830	1,925,030	2,837,100	1,631,180
New Orleans .....	.....	.....	41,480	72,485
New York	2,575,000	.....	1,317,000	.....
Omaha	1,802,000	384,000	1,270,000	472,000
St. Louis	2,988,000	1,044,000	2,405,695	900,950
Toledo	243,950	135,300	105,940	112,230
Wichita	24,000	4,500	20,000	3,000
Winnipeg	7,832,000	.....	.....	.....

Corn Movement in November.

Receipts and shipments of corn at the various markets during November, compared with November, 1921, were as follows:

	Receipts—		Shipments—	
	1922	1921	1922	1921
Baltimore	2,512,419	687,135	1,295,712	877,236
Chicago	10,380,000	7,577,000	6,205,000	5,807,000
Cincinnati	464,400	402,000	306,000	181,200
Duluth	15,677	372,696	597,362	851,035
Ft. William	3,367	190,756	3,367	94,309
Indianapolis	2,470,000	2,070,200	1,892,000	1,038,000
Kansas City	902,500	451,250	338,750	356,500
Milwaukee	738,520	762,475	586,925	1,590,389
Minneapolis	512,090	871,990	258,820	373,550
New Orleans .....	.....	.....	2,178,447	894,080
New York	1,324,400	.....	1,660,000	.....
Omaha	2,373,000	974,400	956,200	789,600
St. Louis	2,189,382	1,816,644	1,519,425	1,802,870
Toledo	375,000	222,500	119,500	86,545
Wichita	142,800	9,600	139,800	6,000

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Montreal, Que., Dec. 6.—Grain handled at this port during the last season amounted to 154,550,000 bus., compared with 138,453,980 bus. in 1921. All previous records have been broken by this year's volume. A total of 1,194 vessels visited the port, compared with 964 last year.

Morris, Ill., Dec. 1.—Grain movement is very light. Heavy feeding of corn being practiced by farmers.—Morris Grain Co.

Cates, Ind., Dec. 2.—Corn crop is moving freely to market, but no cars to ship it out.—S. J. Mettee, mgr., Cates Elevator Co.

Grundy Center, Ia., Dec. 8.—Car situation is no better at this point. Ground is covered with ice from recent rains. Movement from farms is slow.—Peters and Riant.

Minneola, Kan., Nov. 27.—All elevators are full and can get no cars.—L. M. Taylor, Security Elevator Co.

Topeka, Kan., Dec. 1.—Of this year's Kansas wheat crop amounting to 116,750,000 bus., growers estimate that 35.5%, or 41,424,000 bus., is in the farmers' hands, compared to 21.3%, or 27,339,000 bus. last year at about the same date; 55%, or 77,467,000 bus., in 1920, and 35.5%, or 50,000,000 bus., in 1919. The bulk of the wheat in farmers' hands in the eastern third of the state is held voluntarily in hopes of better prices, as is the case with considerable wheat in other portions of the state as well, but most of the wheat yet on the farms in the main wheat producing counties has been forced to remain there because of a shortage of cars. Of the thirteen counties each with one million or more bushels of wheat in farmers' hands, ten are in the southern half of the central wheat belt, McPherson leading all others with 1,796,000 bushels, and Sedgwick next with 1,630,000 bushels.—State Board of Agriculture.

Bunceton, Mo., Nov. 27.—About 15 or 20% of wheat still in farmers' hands here.—W. R. Wilson.

Harlem, Mont., Dec. 5.—Each of our outside bins are full of wheat, about 18,000 bus. in each, our elevator is full and two garages have about 10,000 bus. in them with no cars. To

date we have shipped about 41 cars and only about 60% of the crop is as yet marketed. This station will handle about 600,000 bus. this year compared with 325,000 bus. last year.—M. L. Johnson, mgr., Big Flat Elevator Co.

Bloomfield, Neb., Nov. 28.—Cattle feeders are taking all corn offered at from 60 to 80 cents per bu.—H. F. Cunningham.

Union, Neb., Dec. 5.—Car shortage is very bad here.—Farmers Co-op. Elevator Co.

Blabon, N. D., Nov. 29.—All elevators are plugged because of lack of cars. About 75% of the crop is now in.—Martin Loge.

Morristown, S. D., Nov. 28.—Grain is moving slowly on account of car shortage.—Columbia Elevator Co.

Sturgis, S. D., Dec. 7.—Owing to weather conditions, wheat has been moving slowly for the last three weeks.—J. A. Hoyt, Rapid River Mfg. Co.

CORN which had been in storage since September, 1921, was delivered on a December contract at Chicago, Dec. 4. The amount was 1,000 bus. and the charges due on it for storage almost equaled the value.

INCOME TAX permanent records are required to be kept by taxpayers buying or selling commodities or merchandise except the products of the soil, under a regulation by the Commissioner of Internal Revenue issued Nov. 13.

FERTILIZER may be supplied to a few farmers during the next century by the U. S. Government if Congressman Dickinson's bill to complete the Muscle Shoals plant and operate it is enacted into law. The Government has been so successful in all its business undertakings it should easily succeed in distributing many millions in the manufacturing business.

Wheat Movement in November.

Receipts and shipments of wheat at the various markets during November, compared with November, 1921, were as follows:

	Receipts—		Shipments—	
	1922	1921	1922	1921
Baltimore	3,053,238	1,340,580	2,406,385	1,277,429
Chicago	2,978,000	1,157,000	2,393,000	2,074,000
Cincinnati	234,000	156,000	236,400	192,000
Duluth	7,588,623	5,313,992	8,482,570	7,586,736
Ft. William	56,846,578	40,848,143	71,734,003	49,028,838
Galveston .....	.....	.....	1,429,676	1,934,200
Indianapolis	450,000	126,100	192,000	66,800
Kansas City	6,543,450	4,359,150	4,463,100	3,618,300
Milwaukee	445,200	105,300	295,758	493,965
Minneapolis	14,135,300	8,655,760	5,148,040	2,786,960
New Orleans .....	.....	.....	3,008,643	1,189,291
New York	12,644,800	.....	9,547,000	.....
Omaha	2,984,800	74,600	1,782,200	1,110,200
Port Arthur .....	.....	.....	312,000	.....
St. Louis	4,277,518	1,583,535	3,674,970	1,644,600
Toledo	1,417,920	1,736,335	463,595	637,965
Wichita	1,314,000	1,357,200	657,000	700,800
Winnipeg	60,247,575	.....	.....	.....

Rye Movement in November.

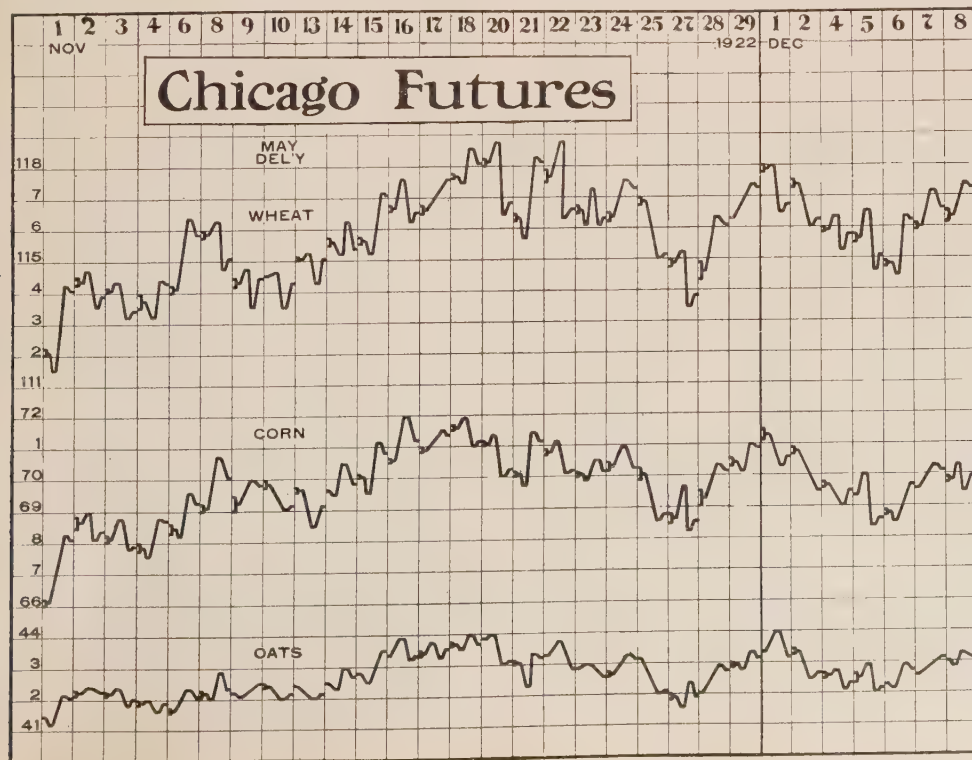
Receipts and shipments of rye at the various markets during November, compared with November, 1921, were as follows:

	Receipts—		Shipments—	
	1922	1921	1922	1921
Baltimore	2,641,354	790,341	1,326,946	360,000
Chicago	1,392,000	522,000	708,000	4,000
Cincinnati	8,400	8,400	2,400	1,200
Duluth	3,905,286	850,840	4,910,535	1,087,874
Ft. William	1,766,134	620,827	2,392,888	1,162,574
Galveston .....	.....	.....	81,428	34,285
Indianapolis	67,000	15,400	47,000	18,200
Kansas City	55,000	22,000	14,300	41,800
Milwaukee	406,105	69,500	375,820	51,330
Minneapolis	1,216,070	253,310	977,530	42,410
New Orleans .....	.....	.....	152,142	.....
New York	1,935,800	.....	1,856,000	.....
Omaha	278,600	86,200	219,800	277,200
St. Louis	35,265	6,600	35,760	1,070
Toledo	306,000	75,600	113,800	62,555
Wichita	1,200	1,200	1,200	1,200
Winnipeg	1,728,900	.....	.....	.....

Barley Movement in November.

Receipts and shipments of barley at the various markets during November, compared with November, 1921, were as follows:

	Receipts—		Shipments—	
	1922	1921	1922	1921
Baltimore	114,176	33,742	133,310	.....
Chicago	949,000	504,000	373,000	242,000
Cincinnati	2,600	5,200	.....	.....
Duluth	447,271	184,132	1,188,476	595,116
Ft. William	2,092,941	1,100,064	3,433,112	1,646,348
Kansas City	49,500	67,500	10,400	44,200
Milwaukee	867,000	446,505	303,230	330,090
Minneapolis	1,389,320	716,310	1,131,910	745,510
New York	642,200	.....	617,000	.....
Omaha	137,000	51,200	94,300	62,400
St. Louis	94,400	67,200	29,710	25,920
Toledo	1,800	2,400	.....	.....
Wichita	1,200	.....	1,200	.....
Winnipeg	2,310,800	.....	.....	.....



Farm Industry Is Prosperous

Julius H. Barnes' Address Dec. 8 to Illinois Chamber of Commerce

I believe in organization, and the efficiency of organization lies in team play. I believe the organization of business is developed from the lesson of team play in sport. It is carrying into business the ideals that make for fair play.

I am glad to bring to you the welcome and congratulations of the National Chamber. I can well recall in the first shock of the Herrin occurrence the promise by the Illinois Chamber of Commerce that the guilty should not go unpunished for this crime. I hope the Illinois Chamber of Commerce will continue to blaze the way. I hope that we of the National Chamber will rise to the opportunity of leadership of such organizations as yours.

It has been so popular to picture this agriculture as hopeless in present condition and future prospects that I cannot help but feel overstatement has done the legitimate claims of agriculture almost irreparable damage. I prefer to believe, and my preference is confirmed by sober analysis, that agriculture in spite of recent months of trial will be as always a great avenue to opportunity for ambitious and well equipped youth.

Agriculture Not Hopeless.—I cannot believe that either the morale of the agriculturist is helped or that the provision of finance and support which it needs is facilitated by picturing it as hopeless and out of step with other avenues of advancement. As typical of this has been the statement too readily accepted as evidence of discouragement and recession that 1,700,000 fewer persons were engaged in agriculture in 1920 than in 1910. That carries no conviction unless the falling off in manpower is accompanied by the falling off in production. When, on the contrary, we find the aggregate production of the country enormously increased with an increase of almost fifty per cent in the staple crops of the country, we have a right to claim for agriculture a degree of efficiency equal, at least, to that of any other industry.

There is nothing in the long range view of agriculture and its progress which warrants the general tone of discouragement. That of itself may do the industry great injury in driving from it the young and ambitious who might make a contribution to its service and a competency for themselves. The census returns show that with fewer people employed in agricultural pursuits, the number of farms increased, the average size of the farms increased and the average amount of cultivated land increased. The aggregate yield of every standard crop greatly increased and the total value of farm property increased in 20 years from \$20,000,000,000 to \$77,000,000,000. Into whose hands did this increment of \$57,000,000,000 fall, except in the hands of those who had \$20,000,000,000 invested in the industry twenty years ago. Where else is it possible to find a similar increase in capital value? We deny the investor in railroads any right to claim a capital increase with the advancing value of lands and properties and we too readily picture a great basic industry that has quadrupled its capital investment in twenty years as now on the verge of failure and disaster. Both assumptions are wrong, one because it is not fair and just, and the other because it is based on erroneous deductions from information readily obtainable.

Farm Tenancy.—There is one more popularly accepted axiom, which is cited to show the deplorable recession in that industry. I refer to the question of farm tenancy. I believe it to be demonstrably true that not only is the proportion of farm tenancy in this country not a menace to our sound national development, but it is of itself the evidence of the open road to advancement to farm ownership, not possible in any other country in the world. The Census Bureau and agencies of the Federal Reserve Board are now exhaustively preparing an analysis of this whole question of farm tenancy and we shall shortly have some conclusions based on accurate and exact data and not on surmise.

I should be greatly surprised if, when these accurate data are available, we do not find that perhaps one-third to one-half the present farm owners of the United States passed originally through the phase of tenancy on their road to farm ownership. I shall be surprised if almost the total number of those who worked their way from tenancy to final ownership did not before the phase of tenancy work on a farm for wages.

When we find that on the tenant farms of the United States eighty per cent of the owners reside in the same county with the farms, and only five per cent of owners reside out of the same state, we have a picture of the attained prosperity in farming which this picture shows. You know probably from personal contact that many of these farms have built for their former owners a competency which has enabled them to take up their personal residence in town or city and leave the operation of the farm to a

younger and more rugged generation. This of itself is evidence that farming operation followed intelligently is almost certain to result in a competency for the later years of life. It is of itself evidence that the door of opportunity swings in this great industry through the phases of laborer, tenant, and then to ownership, perhaps easier for ambitious youth than is possible in any other avenue of employment.

Those who have the real interest of agriculture at heart, who realize that prosperous agriculture is the soundest basis for prosperous industry generally must try to ascertain the exact facts in relation to that industry, find the corrections which can be effective only if based on accurate information and not on misconstruction or misstatement, and then challenge the errors of statements regarding a great and attractive industry before the ambitious are deterred from entering into its service.

The farming problem can be legitimately helped by better and longer credits, properly secured and on a business basis.

The farming industry can be helped by standardization and better farming methods.

The farming industry is helped materially in earning power through better selection of marketing time and place through the hard-surface road and the automobile and the telephone.

The farming industry is feeling the effect of the economies of mechanical appliances and the better grade of labor and direction, which machine operation always substitutes for low grade manual labor.

The farming industry will not be helped by fresh attacks upon railroad rates and railroad service made blindly without regard to maintenance and development of constantly enlarging facilities.

The farming industry will not be helped by legislative attacks upon marketing methods, which have stood the test of keen and active competition, the surest method in the elimination of the unfit and the survival of the fittest.

The farming industry in recent months has suffered a relative disability in relation to the price of farm products to the commodities which the farmer must buy. This is so clear that it is indisputable, although here also overstatement has hurt its case.

The position is not as weak, nor the disparity as great, as popularly accepted, but there is clearly room for improvement in respect to the grain raising sections. Twenty-five cent cotton has cleared the South of any immediate apprehension. The live-stock producer and the hog raiser are able currently to market corn in the form of finished product at the equivalent of ninety cents to one dollar per bushel and, with certain exceptions in the cattle ranges, these phases of agricultural production are fairly satisfactory.

The position of the grain raiser has vastly improved in the last two months. Moreover, the outlook is one of further encouragement as to price.

The sole problem of making America's dominant position in the world supply column reflected here in profitable farm prices, is the question of adjusting the rate of marketing here to the restricted buying-power of Europe. The unsettlement of currency and credit conditions in Europe prevents the usual merchant's accumulation of current stocks, and consumption in Europe proceeds on bare boards from week to week. I venture to say that if today there could be in some magical manner reconstructed in Europe normal conditions of finance so that merchants and millers could accumulate their normal stocks of grain for their daily conduct of their business, that the effect would be a startling advance in grain prices in America. More than that, there is a surprisingly small surplus accumulation of grain holding down the price in America, which grain, if transferred to Europe instead, would completely alter for the better the whole grain position here. For instance, to take from the market channels in America and put into the consuming channels of Europe where they properly belong, the following quantities of grain would be remarkably effective. Twenty million bushels of wheat, forty million bushels of corn, fifteen million bushels of oats, twenty million bushels of rye, these quantities lifted from the weight of accumulation here, beyond the current daily marketings, now passing through market channels, would probably result in immediate price advances of ten cents per bushel in oats, ten to fifteen cents on corn, twenty cents on rye, and twenty to thirty cents on wheat. This improvement on the remaining unsold grain today in America would add four hundred to five hundred million dollars net increase to the farming income. That is seventy to eighty million dollars of additional investments in grain in the marketing channels of Europe and would spell the difference between the present unsatisfactory outlook of the grain

raiser in America and actual prosperity, the effect of which would be felt in every industry in America immediately with enlarged employment and earnings.

Depressing Effect of Foreign Bankruptcy.—It is impossible to over-estimate the depressing effect on the farm prices of a surplus-producing country such as America when processes of finance and trade are dislocated in the countries of our great consumers abroad. The bread grain crop of Europe this year is fully two hundred million bushels short of last year's insufficient production. More than that, because of unfavorable crop development and bad harvest weather, its millable worth is fully another hundred million short.

The potato crop of Europe, large in quantity and relied upon to make up something of this bread grain shortage, is also of poor keeping qualities and it is very probable that with the advent of spring the loss through deterioration in this substitute crop will be found alarming, indeed. It is quite within the range of possibilities that with this coming spring we shall witness in Europe the most acute position as to bread supply it has seen since the war. It is America's problem, as a surplus-producing and export selling nation, to try to make effective in advance these extraordinary influences which may later give us high priced grain. Nationally the benefit is lessened if the advance only comes after the farmer has marketed overseas and at home a large part of his production.

Future Trading Markets Effective Aid in Marketing.—In past years, the future trading markets have been remarkably effective in absorbing the impact of surplus farm production with a minimum of price recession. It is regrettable, however, that their service has been rendered less effective recently by the attitude on the part of Government and other agencies which have seemed to put a stigma on trading in future markets. The demagogue's cry of "Grain Gambling" and "Food Manipulation" has cost the farmers of this country millions and millions of dollars. If there ever had been a time when intelligent self-interest would have dictated to the farmer a support and enlargement of the future trade processes of this country, it should have been last year and this. These two years were years of such merchant demoralization in Europe, such hazards in merchandizing and milling, that in self-preservation alone the normal accumulation of current supplies there was largely abandoned and upon the future trading markets of America fell an unusual weight in surplus farm marketings and hedges.

There is a limit to the absorbing power of investors and speculators through these markets and that limit was distinctly lowered by the campaign of misrepresentation and misconception and the stigma which was cast thereby upon those who entered these markets legitimately as investors and speculators, purchasing for future price improvement.

The result of this was shown last year in January by an advance of almost 40c a bushel in wheat. It is within the range of probability that a similar advance of perhaps less spectacular proportions will take place during this coming spring.

It is distressing that America, supplying 80% of the overseas bread requirements of the world, should not find some way to adjust offerings to current absorption or else to rebuild the financing powers of the consuming channels so that they can absorb their normal quantities, thus preserving a price level that holds some remuneration to the grower of grain.

It is an especial satisfaction that during the period of low grain prices some weeks ago, there were a few of the large grain merchants of the country who had the courage to risk their reputation for business foresight and accurate prognostication by advising the farming community that those grain prices were created by temporary conditions of pressure and did not represent either a fair return for production or a fair reflection of world demand when that could be made effective in the normal way.

Today, the price of wheat in Chicago is \$1.20 per bushel. Some weeks ago, it was under \$1. Today, the price of corn in Chicago is above 70c per bushel. Some weeks ago, it almost sunk to 50c. Today, the price of rye in Chicago is 85c per bushel. Some weeks ago, it was under 70c. Today, the price of oats in Chicago approximates 45c per bushel. Some weeks ago, it was in the neighborhood of 30c. These price changes hold much encouragement for a great improvement in the buying-power of farming communities on which other industries must rest.

Forecasting the course of prices is, indeed, a hazardous occupation. But, if by forecast, there is stimulated a study of supply and demand influences that ultimately make prices; and if by that study there is created an influence on the sellers' offerings, or a stimulation of buyers' demands, and then to hasten the day of price readjustment, then there is an obligation resting on those who have studied the situation to express courageously their views as to price possibilities.

It is in recognition of this and because I believe conditions warrant it and because the

national welfare demands a price improvement in agricultural products that I venture to express my personal opinion that prices of grains in America, before new crops are secured, will probably be much higher than the present levels, and that the grain raiser along with the hog raiser and the cotton grower will have his share of the prosperous return which should naturally flow to the controller of the dominant supply position of the world.

The Chamber of Commerce of the United States has an abiding faith in the common sense and the fairness of the average man, whether businessman or farmer. It believes the effects of evils will require long and serious study and large-scale planning. It believes that remedies secured by processes of natural law are far more effective and even more expeditious in correction than reliance on rigid legislation. It believes that the primary function of Government is to preserve fair-play and prevent imposition, and that under conditions so preserved, the strong hand of individual initiative, resourcefulness, self-reliance, and mutual helpfulness, will work a cure to national disability.

The Chamber of Commerce of the United States believes in the effectiveness of mutual co-operation, whether in the agricultural industry or in the field of business. It condemns monopolistic combinations in either the field of industry or in the field of agriculture. It believes national progress and individual prosperity are made most certain and secure by stimulating and encouraging the efforts of every single individual of our hundred million people. It believes the whole national progress and prosperity of America has been created because American individualism, as our creed of government, hold out to every individual a certainty of the position in which his character, ability and efforts entitle him, and that he will be secure in his rewards for superior service of any kind, which society bestows through the processes of trade, and not in the judgment of any single individual or body of men in positions of authority. This is in its essence but the doctrine of equality of opportunity for every individual, the idealism of fair play.

Every man who wishes for his son and his son's son a chance to carve his own fortune superior to the common lot, will support those policies of legislation and administration which can only be justified as necessary in the support of this atmosphere of perfect equality. If this atmosphere is preserved, if there is held out the incentive to coming generations, which is rightfully theirs, a steady progress of a great world of human deeds, ever enlarging, will open the doors of countless opportunities to those willing to study, to labor, to sacrifice and to deserve.

COMPETITION between grain merchants and voluntary wheat pools in Australia promises to be keener than ever this year. The relative merits of the two marketing systems will receive a thoro test. Merchants have begun quoting openly for new wheat and are again offering free storage for 12 months from date of delivery, a storage charge of a farthing a bushel to be charged at the end of that time. Large merchants are also prepared to advance farmers money on wheat being held.

Grand Honors Awarded at Grain and Hay Show.

The "greatest show ever held" was the verdict of the judges at the fourth International Grain & Hay Show, held in connection with the live stock exposition at Chicago, Dec. 2 to 9.

Four thousand samples were entered in competition for the \$10,000 in cash prizes and three gold cups offered by the Chicago Board of Trade and one cup each by the National Hay Ass'n, and the American Manufacturers Ass'n of Products from Corn.

The most coveted honors went to Peter J. Lux, Shelbyville, Ind., who was proclaimed 1922 corn king. He won the grand sweepstakes with ten ears of Johnson county white. It was not his first victory, for he won the same honors at the 1920 show. He captured the large gold cup offered by the Board of Trade for the best ten ears, as well as a gold cup given by the American Manufacturers Ass'n of Products from Corn.

For producing the best single ear, Alva Mann, King City, Mo., captured first place in that class and Glen Phares, an Indiana lad, won the junior corn championship for the best ten ears. He captured the gold cup offered by the Chicago Board of Trade for the best ten ears in the junior class.

Canada made an excellent showing. Many samples were entered from the rich agricultural stretches of the prairie provinces. To Saskatchewan went the honor of growing the best sample of wheat. It came from the farm of W. O. Wyler of Luceland. He carried home the gold cup offered by the Board of Trade of Chicago for the best sample of wheat. Alberta grew the best oats, J. W. Biglands of Lacombe was the exhibitor.

The gold cup offered by the National Hay Ass'n for the best sample of hay was won by A. W. Jewett, Jr., Mason, Mich.

J. L. Krause, Reeseville, Wis., produced the best soy beans grown in the entire continent.

The regional corn contests were won by John Henderson, Cokato, Minn.; O. F. Young, Havelock, Ia.; C. E. Troyer, La Fontaine, Ind.; Peter J. Lux, Shelbyville, Ind.; O. C. Norton, Gainesboro, Tenn., and F. C. Kerr, San Francisco, Calif.

GRAIN DRYING machinery is needed in Sweden. During the ripening season it rains extensively in that country with the result that the grain often contain so much moisture as to render it unfit for milling purposes. Heretofore the grain has been used only for cattle feeding but if the grain drying apparatus were to be installed much of the grain could be used.

Basis on Which Delay Claims Should Be Filed.

By OWEN L. COON.

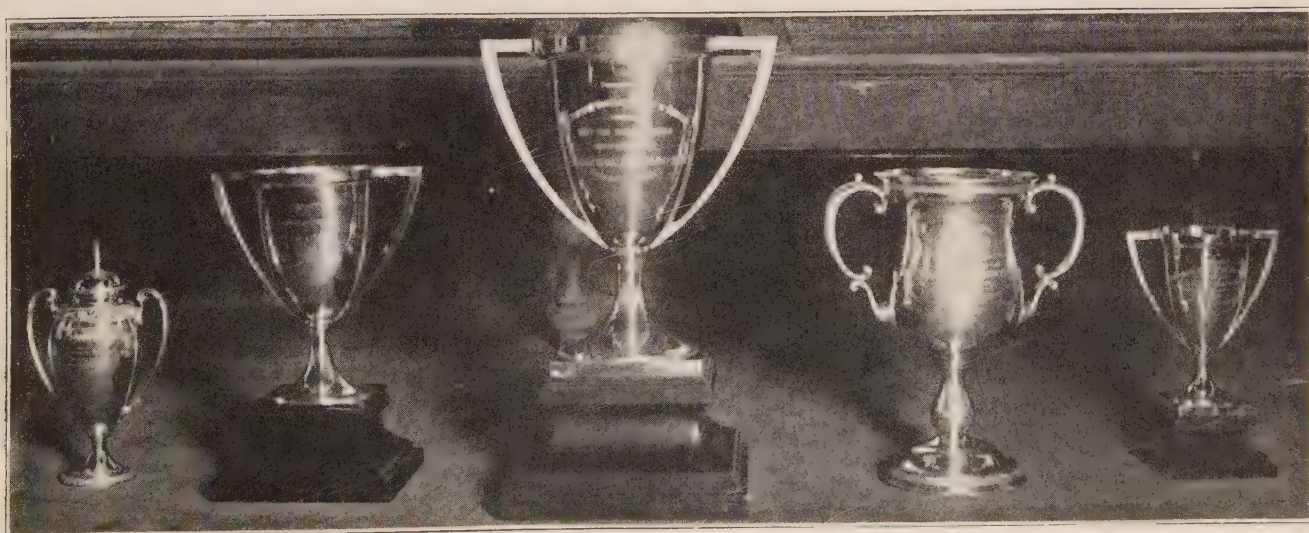
When a railroad issues a bill of lading on your carload of grain, it is required to transport the car with "reasonable dispatch" to destination. When a car is delayed in transit, you are entitled to any drop in the market price between the date when the car should have arrived and when it did arrive. The question then arises, "what is reasonable dispatch?" and "when should the car have arrived at destination?"

In my opinion, you are entitled to and should receive not less than a movement of one hundred miles per day toward destination. If a car has 400 miles to move from origin to destination, the claim should be based on the decline in price between the fourth morning after the car in the usual course of business should have moved out and the day that it actually arrived at destination. Your claim should be filed on this basis and settled on this basis.

Railroad terminals and out terminal yards average one hundred miles or more apart. The slowest scheduled train service, called "the freight local," makes 100 or more miles in sixteen hours, and the extras make, on main line, better than 150 miles in eight hours. After the local freight through your station moves the car to the first terminal yard, the run, after that, in the majority of cases, is by "extra."

"Reasonable time in transit," as construed in court, is what the majority of your other loads make as to time in transit. If you compute the time in transit on your other cars by considering the date on the bill of lading as the date of shipment and the date on the first inspection certificate as the date of arrival, you will note that the large majority of such shipments make an average time in transit of approximately 100 miles per day.

You are paying for transportation today an exceedingly high price. The railroads state they must have it to exist. As to that I cannot say, but I do not know that carriers are obligated by law to transport grain shipments with "reasonable dispatch"; that "reasonable dispatch" in most cases means the movement of 100 miles a day or more. And I also know that the railroads are receiving enough freight today either to give good service or pay a claim on this basis where they fail to give it. If you owe the railroad \$5.00 demurrage, all of us know, you have to pay it. You owe it to yourselves to get what is likewise due you.



Trophies Awarded at Grain and Hay Show, Chicago, Ill., Dec. 2 to 9. Left to right: Hay, Wheat, Champion Corn, Champion Corn, Junior Corn.

Northern Central Elevator at Baltimore



Baltimore continues to add to its grain handling facilities, notwithstanding it is better equipped than ever to transfer grain from cars to ocean vessels and its storage facilities are larger. The Western Maryland and the Northern Central have large storage capacity and rapid handling facilities but these modern elevators are to be supplemented early next year by a new up-to-the-minute 4,000,000 bushel elevator now being designed for the B. & O. Railroad. When that elevator is completed Baltimore will have better facilities for handling export grain than any other port on the Atlantic.

During the last five months Baltimore has received 16,301,371 bushels of wheat compared with 14,081,103 during the same months in 1921. It has shipped 13,811,172 bushels of wheat against 10,693,352 bushels during the same month of 1921.

The increase in corn handling during the same five months has also been large. In fact, Baltimore received 8,359,192 bushels this year compared with 2,571,669 last year and during the same months it shipped 6,612,605 bushels against 2,924,934 bushels during the same months of 1921.

The oats receipts during the last five months aggregated 2,671,636 against 610,985 last year. While the oats shipments during the same five months amounted to 2,112,356 against 60

bushels during the same five months of 1921.

The 5,000,000 bushel reinforced concrete elevator of the Northern Central Railroad at Baltimore has now been completed as originally planned. Storage Annex No. 2, just completed, is composed of 90 cylindrical and 70 interstice bins. It has an aggregate storage capacity of 1,332,000 bushels. As is shown by the ground plan and perspective elevations illustrated herewith, it is located immediately to the North of Storage Annex No. 1, which was built at the same time as the new Working House.

The part of the plant completed in 1921 was fully illustrated in the Journal for March 10, 1921. On the outside front cover of this number is reproduced a photograph showing Storage Annex No. 2 in the immediate foreground, while Annex No. 1 is at the left and the top of the working house shows just over the tops of the two annexes which are ten feet apart.

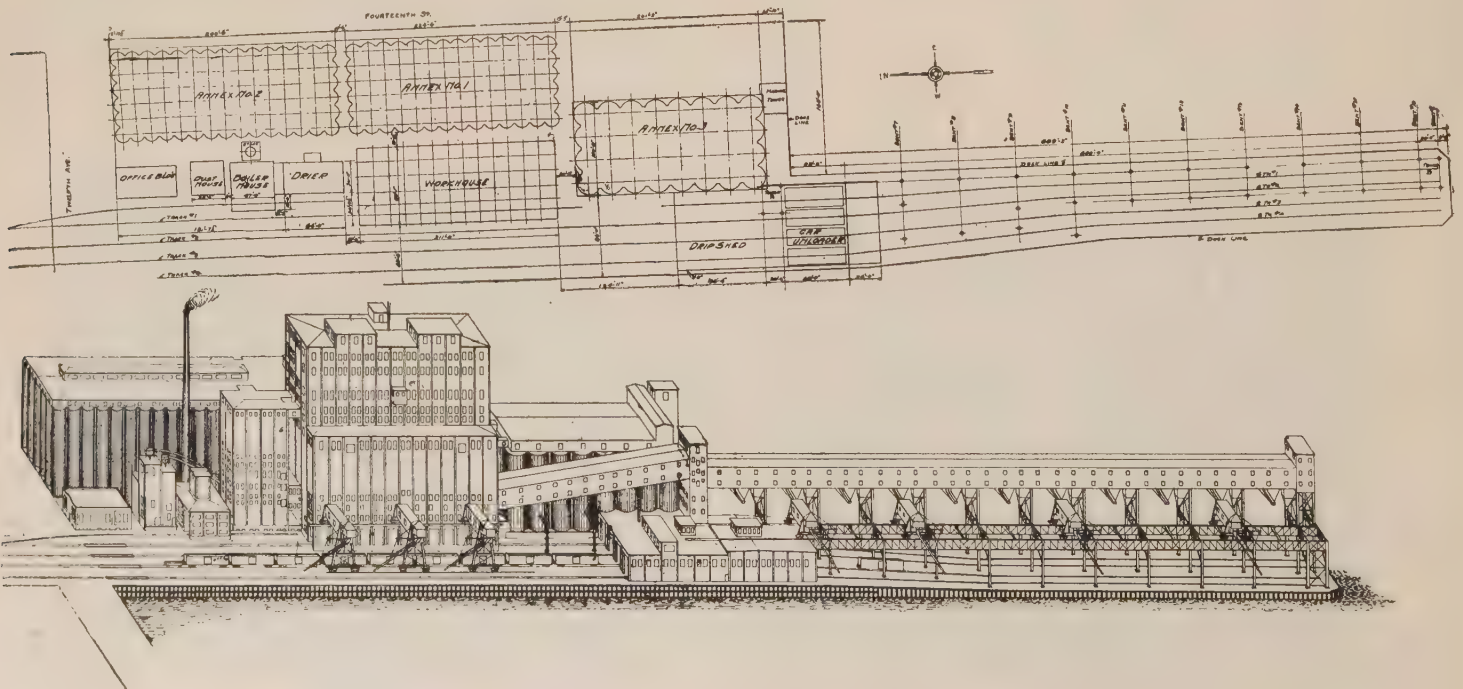
Storage Annex No. 2 is 96 ft. 6 ins. by 240 ft. 6 ins. by 91 ft. 3 ins. high. The ninety new tanks are arranged in six rows of fifteen tanks each. Each of the concrete tanks is 15 ft. 4 ins. in diameter and has its concrete bin bottom hopped to the middle. The bin walls are 7 ins. thick. All bins are covered by a 6-in. reinforced concrete slab. All around the base of Annex No. 2 is an areaway for ventilation and illumination. Surmounting the cupola above the tanks is a monitor 14 ft. wide 7 ft. high extending the full length of cupola, so

that the bin floor is well lighted and well ventilated.

Each bin of Annex No. 2, like all the bins of the working house and the two other annexes, is equipped with Zelney thermometers for indicating the temperature of grain contained. Openings into the top of bins are 18 ins. by 30 ins., so that by means of two Weller Manhoists workmen can be let down into bins for observation or sampling. In the top of each bin is a sounderhole casting built in the floor slab so as to permit sounder or electric lamps to be dropped down into bins when illumination is desired.

The system of conveyor belts for carrying grain into the 160 bins of Annex No. 2 and for removing the grain from these bins is most flexible and complete, and designed to insure rapid handling at all times. Each of the ten 42-in. rubber belt conveyors extends the full length of Annex No. 1 as well as Annex No. 2, so that grain can be received from any one of the 14 cross conveyors coming out of working house and delivered to any one of the 14 cross conveyors running into working house without in any way interfering with the receiving or shipping of grain to or from the bins of Storage Annex No. 1.

The conveyor belts running above bins of Annex No. 2 are depressed while passing through Storage Annex No. 1 in order not to interfere with the handling of grain into



Ground Plan and Perspective Elevations of Northern Central Elevator at Baltimore.
[See facing page.]

the bins of Annex No. 1. The five 42-in. shipping conveyors of Annex No. 2 will run out above the shipping conveyors of Annex No. 1 and extend the full length of Annex No. 1 so that grain may be tripped from any of these five belts onto any one of the 14 shipping belts carrying grain to the working house. Each rubber belt conveyor is equipped with a Stewart Automatic takeup so as to insure all belts running taut and true, regardless of wear or temperature, thus saving power and reducing damage to belts. Each of the ten 42-in. conveyor belts is about 1,000 ft. long and is operated by a 60 H.P. Westinghouse motor, power being transmitted to the conveyor head pulley by a Morse Silent Chain Drive.

The new storage section was erected by James Stewart & Co., who designed and built the original plant. All trippers, bin valves, and bin spouts were supplied by the Weller Mfg. Co.

Hazardous to Pay Growers Before Sale.

Late in November the president of the Sun-Maid Raisin Growers announced to members that when final payments are made on the 1921 crop they will be called on to refund part of the money paid to them on certain varieties.

Pres. Giffen in his statement, said: The most unfortunate thing about the settlement is that Malagas, Feherzagoes, Valencias, Dried Grapes, Choice Sulphur Bleached and Bleached Sultanias show red ink, because we advanced more than the final net proceeds of these varieties amounted to, and are thereby forced to bill back to you the following amounts:

Malagas and Feherzagoes, 1921 crop, \$39.36, and as we advanced \$120 this leaves a net price on these varieties of \$80.64 per ton.

Valencias, 1921 crop, \$54.26, and as we advanced \$120 this leaves a net price of \$65.74 per ton.

Dried Black Grapes, 1921 crop, \$54.56, and as we had advanced \$160 this leaves a net price of \$105.44 per ton.

Choice Northern Bleached, \$1.80 per ton, and as we had advanced \$210 this leaves a net price of \$208.20 per ton.

Choice Southern Bleached, \$3.18, and as we had advanced \$180 this leaves a net price of \$176.82 per ton.

We are also submitting the figures on the final settlement of the 1920 crop of Malagas, Feherzagoes, Valencias and dried black grapes, as these varieties were not settled for last year. This settlement was deferred with the hope that they could be sold at a price that would obviate the necessity of billing back to the growers, but it has been impossible to do that.

We, of course, made a mistake in making such high advances before the goods were sold, but at the time this was done we believed that they could be sold at a price that would easily justify this advance, and as the growers, in most cases, were sorely in need of the money, we considered it our duty to make the advances.

In order that there may be no further disappointments of this kind there will be no advances made to any grower except those provided for as a definite obligation in the contract until we have the money in hand from the sale of raisins to do so.

Creditors' Right to Board of Trade Membership.

In the Federal Reporter just issued, in Vol. 283, pages 374 to 380, appears the decision of the U. S. Circuit Court of Appeals in Board of Trade of the City of Chicago v. Johnson, in re Henderson, the facts of which were given in the Grain Dealers Journal Sept. 25, pages 405-415.

The Supreme Court of the United States now has the same case under consideration, in an appeal by the Board of Trade.

The Circuit Court said: If the Creditors named had any right whatever, it must be upon the theory that there was, by reason of the acceptance of the membership under the rules, some sort of hypothecation of the membership or some lien created on it in favor of creditors. This can only mean that the creditors must claim under the conditions covered by section 70e [of the bankruptcy law]. If, under the rules of the Board, there is, in favor of the Board, any right or lien upon a membership, it is merely the right to prevent the transfer for the purpose of compelling the payment of the debts of objecting creditors by suspension or some sort of discipline of the member. It is clear from the facts that any such hypothecation, and any semblance of a lien created thereby, either had been or could have been avoided by Henderson at the time of the petition in bankruptcy and adjudication, because the facts show that the utmost right that the Creditors had, if they in fact were creditors under the provisions of the rules, was to object to a transfer after the posting of the application to make a transfer. There was no such objection within the ten days, nor prior to passing of the title from Henderson to the trustee, if it did pass.

The rules show that, when an application has been posted ten days, if no objection is made, it is assumed that there are no outstanding claims, and the right to transfer becomes absolute without action by the Board. There is no pretense that any right exists in either the Board or any creditor after transfer of a membership. It necessarily follows that any claim under any rule made by the Board, or by any creditor of Henderson, under the circumstances here shown, could have been defeated by Henderson after sale, and consequently action by the trustee would lie in the court of adjudication under sections 23b and 70e. At the time the operation of the law passed the title to the trustee, Henderson could have transferred all his rights. No creditor had any right, except to object before transfer. The Board could only discipline its members. When the law passed his rights to the trustee, Henderson ceased to be a member, and was of course not thereafter subject to discipline by the Board.

From the facts and the foregoing discussion, it needs no further discussion to show that, whether there was any other jurisdiction or not, there existed that jurisdiction that appellants admit does exist, viz.:

"Necessarily the District Court has in cases of this kind jurisdiction to ascertain these facts" (whether the adverse claim is real or merely colorable, etc.) "and if in a given case this question of fact is found against the trustee, the court may go no further."

The court proceeded under its jurisdiction for the purpose of ascertaining the facts, but, instead of finding against the trustee, it found, as it must have found from the undisputed facts, that any claim of appellants was without substance and colorable only.

Under the decisions of this court, and numerous decisions of the Supreme Court, such a

membership is property, and passes to the trustee. Hyde v. Woods, 94 U. S. 523, 24 L. Ed. 264; Page v. Edmunds, 187 U. S. 596; Rogers v. Hennepin County, 240 U. S. 184, 36 Sup. Ct. 265, 60 L. Ed. 594; Anderson v. Durr, 257 U. S. —, 42 Sup. Ct. 15, 66 L. Ed. — (opinion dated November 7, 1921); Board of Trade v. Weston, 243 Fed. 332, 156 C. C. A. 112.

The claim that the action of the court was an interference with the Board's right to control its internal affairs is without merit because, while that may be true as a general proposition, yet it has several exceptions. One of them will be fully apparent by comparing Barclay v. Smith, supra, with Weaver v. Fisher, 110 Ill. 146, 152. In the latter case the court explicitly repudiates the construction placed upon the former case by appellants. Whether a rule or by-law is valid, and the proper construction thereof, are matters for the courts. While a rule or by-law by itself may be valid, yet it is possible that a set of rules or by-laws may produce such inequitable results that they may, as a whole, be illegal. For instance, in several cases where it was shown that Boards of Trade had rules similar to those in evidence here, and also had other by-laws expressly providing for liens and for a sale of the membership, so as to save the sale value of the membership for the lien-holders, the member, and his creditors, the Supreme Court recognized such rules as valid. Hyde v. Woods, 94 U. S. 525, 24 L. Ed. 264; Page v. Edmunds, 187 U. S. 596, 23 Sup. Ct. 200, 47 L. Ed. 318; Anderson v. Durr, 257 U. S. —, 42 Sup. Ct. 15, 66 L. Ed. — (opinion dated November 7, 1921). But in the case at bar the only power in the creditors was to obstruct a sale by objecting thereto. The only power of the Board was to destroy the sale value by suspension of a member, or other disciplinary action, thereby preventing a sale. The facts show that there was no substantial right to be preserved or worked out under the Board's rules. On the contrary, any action taken, without the consent of Henderson, the bankrupt, and he could give none—would merely destroy the sale value. Such results the District Court had the power to prevent.

The complaint that this was a summary proceeding is without merit. While the proceeding is summary in form, the whole of the facts are shown in the petition and answers. Under such circumstances the form of action is immaterial. In re Rockford Produce & Sales Co. (C. C. A.) 275 Fed. 811; In re Raphael, 192 Fed. 874, 113 C. C. A. 198.

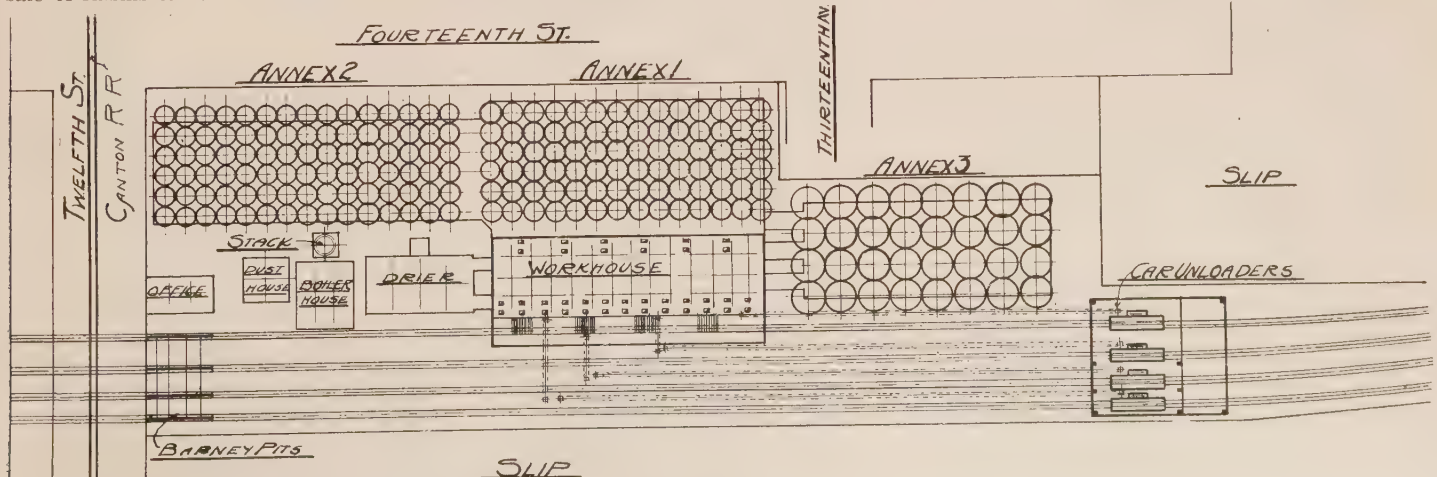
The decree of the court below, sustaining the trustee's petition, is affirmed.

Texas Hearing on Transit Privileges.

The Texas Railroad Commission will hold a hearing Dec. 12, at Austin, to consider the application of the Wichita Mill & Elevator Co. for the adoption of the following regulation, to be published as Paragraph G of Rule 3, Item 802 of Texas Lines Tariff No. 2-G:

(g) When a different kind of grain or seed is cleaned out or separated from that originally way-billed to the transit station, such grain or seed will be entitled to transit privileges at the balance of the rate from point of origin to transit destination applying on such "cleaned out or separated" grain or seed. In forwarding such shipment, the shipper must certify on shipping directions that it was "cleaned or separated" from the grain or seed received (stating the kind of grain or seed). Full reference to each shipper's certificate must be inserted on the way-bill, and if mixed carload the shipping directions and way-bill must show the weight of each commodity.

THE Farmers Independent Elevator Co. has installed radio receiving sets at each of its elevators at Sac City and Nemaha, Ia.



Plan of Northern Central Elevator and Annexes at Baltimore, Md.
[See Facing Page.]

Wheat Marketing System in Australia.

From 1915 to 1921 the marketing of Australian wheat was under government control. In 1921-22 the government relinquished its hold on the marketing of wheat and the growers adopted a voluntary system of co-operative control and this has been in effect since that time.

There are four wheat-growing states—New South Wales, Victoria, South Australia and West Australia. Each of the states has a wheat growers' corporation, operated independently of each other, but co-operating in the matter of prices and other matters in order to avoid interstate competition. About three-quarters of the 1921-22 crop of wheat was handled by these four corporations.

The scheme is as follows: On the first day of each week the trustees of the corporations fix the price at which wheat may be sold to millers, and an arbitrary constant is fixed to cover the cost of all services in the movement of wheat. Only the expenses of the administration are charged against the grower; it retains no profit.

When the corporation buys grain it receives immediately upon the security the grain represents, an advance from one of the banks amounting to about 80 cents per bushel. When it ships the grain it again borrows from the bank 16 cents per bushel to defray the cost of transporting the grain to the seaboard and other expenses.

During 1921-22 the Victorian administration earned by miscellaneous services and by agency fees, an amount in excess of its total expenses, so that the average price per bushel received by farmers from it amounted to \$1.14 per bushel.

At present the various voluntary corporations pay the farmers on delivery of the wheat as much as they can borrow from the banks, and the corporations retain the difference between that amount and the selling price of the wheat until the end of the season, when the average for the whole year may be ascertained. Then they settle with the farmer.

If the corporations know when to buy and when to sell, it might be possible that the farmers are benefiting by the above method, but if the corporation does not use skillful judgment the farmers may lose money in the averaging up of the total for the year's crop. If a farmer sells to the corporation and receives 80 cents a bushel from the amount borrowed from the bank and later the market declines, the farmer may not receive anything additional at the end of the season, but may even have to refund some of the money already received. Under the system, the farmer gives the corporation credit on part of his crop and waits several months for this balance due him. Until he receives the amount held back, he does not know what his crop yielded in cash. As stated above, he may even lose some of the money he already received.

Thus, under the co-operative system, the farmer may not even use his own good judgment as to the proper time to sell the wheat—it is all taken care of for him by the corporation. His only benefit is partaking in the average price.

In the United States and Canada the farmer receives the market price, less freight and expenses, immediately upon selling his grain and the money is his to keep as there is no averaging of total crop prices to be done. In this manner, the farmer can dispose of his wheat at what he thinks may be the highest market price and thus benefit by his own judgment. Then, again, the competition between the co-operative and independent elevators in the United States and Canada is so very keen that the cost of marketing is undoubtedly reduced to the minimum and again the farmers are benefited.

It remains for the farmer to decide if he is profiting by participating in the average price as arrived at by the grain corporations in the four Australian states, and if he is, he must decide if the benefit is great enough for him

to stand the tying up of his money for several months each year, so that the corporations may speculate with his property. Remember, there is still \$15,000,000 or 6½ per cent of the value of the 1920-21 crop, still to be returned to farmers from the regime of the Australian Wheat Board, and the farmers lose the use of that money and interest as well during the time it takes to return it, which to date is two years.

ELLIOTT, IA.—The Kipp elevator has been equipped with a radio receiving set to obtain market prices from the principal cities.

THE WAR Finance Corporation approved the application of the Louisiana Farm Bureau Rice Growers Co-op. Ass'n of Crowley, La., for an advance of \$500,000 to be used for the financing of the orderly marketing of rice.

ITALY will establish again the former import duty on wheat at 7.50 gold lire per 220 lbs., and a milling tax of 27 to 28 paper lire for 220 lbs. on native wheat. While the tax is expected to increase the price of bread, it is also expected to improve the rate of exchange so that it will lower and in consequence the country will pay out less money for future purchases.

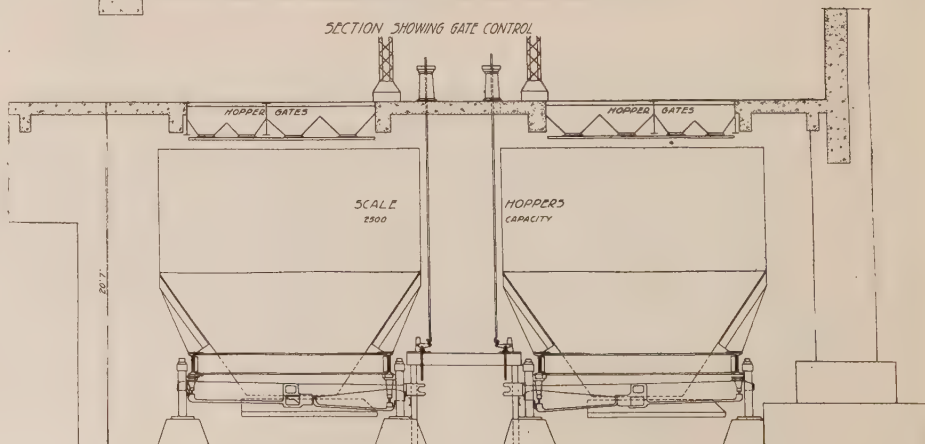
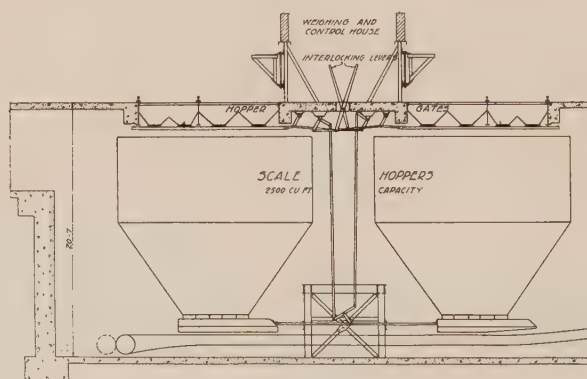
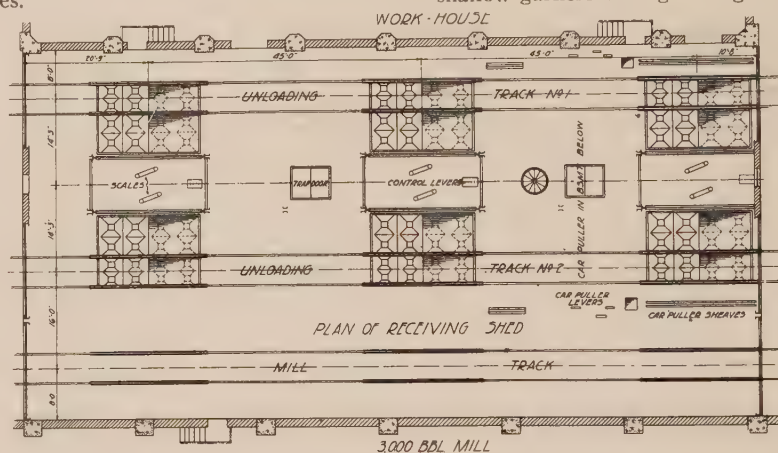
Receiving Scales Under Track Shed of North Dakota State Elevator.

In our description of the North Dakota State Mill and Elevator at Grand Forks attention was called to the unusual installation of hopper scales under the two receiving tracks. Such installations have rarely been made. Where it is desired to remove all suspicion, however unfounded such suspicion may be, that all the grain does not find its way to the scale hoppers in the top of the elevator building, this more difficult arrangement may be justified. Also it makes it easy for one man to observe both the unloading of the car and the weighing of its contents.

Details of the installation at Grand Forks, N. D., are given in the plans reproduced here-with.

The track shed adjoins the working house on one side and the mill on the other. It is 60x121' 5", one story of structural steel frame with brick walls and concrete slab roof. The shed contains three tracks, two over the grain receiving garners and one beside the mill and warehouse for facilitating shipments of flour and feed.

Under each of the receiving tracks are three shallow garners with grain tight valves, so that



Below: One Pair of the 6 Scales under Tracks; Middle Section Showing Gate Control; Top Shows Ground Plan of Receiving Track Shed of North Dakota State Elevator at Grand Forks. [See facing page.]

the following car can be uncoopered before the scale hopper has been emptied without danger of the two loads becoming mixed.

Six Fairbanks-Morse Hopper Scales of 2,500 bus. capacity are placed under the six shallow receiving garners.

Three 36-in. belts carry the grain into the elevator, the scales being placed in pairs, two over each belt. These belts are pulled by 10 h.p. motors running 850 r.p.m. The scale beam is located between the two tracks in a small scale house which also contains the valves op-

erating levers of garners and scale hoppers. Each pair of scales has its own scale house. The scales rest on concrete pillars, supporting cast iron yokes.

The basement is the full area of the track shed, and approximately 21 ft. deep. A 25-car puller is located in the same basement as the scales.

The levers are so interlocked that the valves of the scale hoppers and the garner above must be operated in rotation. It is impossible to operate both gates at the bottom of the scale hoppers at the same time or to open the gate

in the scale hopper without closing the garner gate. It will be noted that unloading is facilitated by the top gates being closed, which permits of uncoopering of the car and considerable accumulation of grain while the hopper below is still emptying.

For a general description of the entire plant see the Journal for Oct. 25, page 554. The plant was designed by the Charles L. Pillsbury Co. The general contract was held by the Fegles Construction Co.

Will Resist Return of Excess Earnings.

A court contest is probable over the enforcement of the clause in the Transportation Act requiring railroad companies to pay over to the government one-half of their net operating income in excess of 6 per cent on the value of the property.

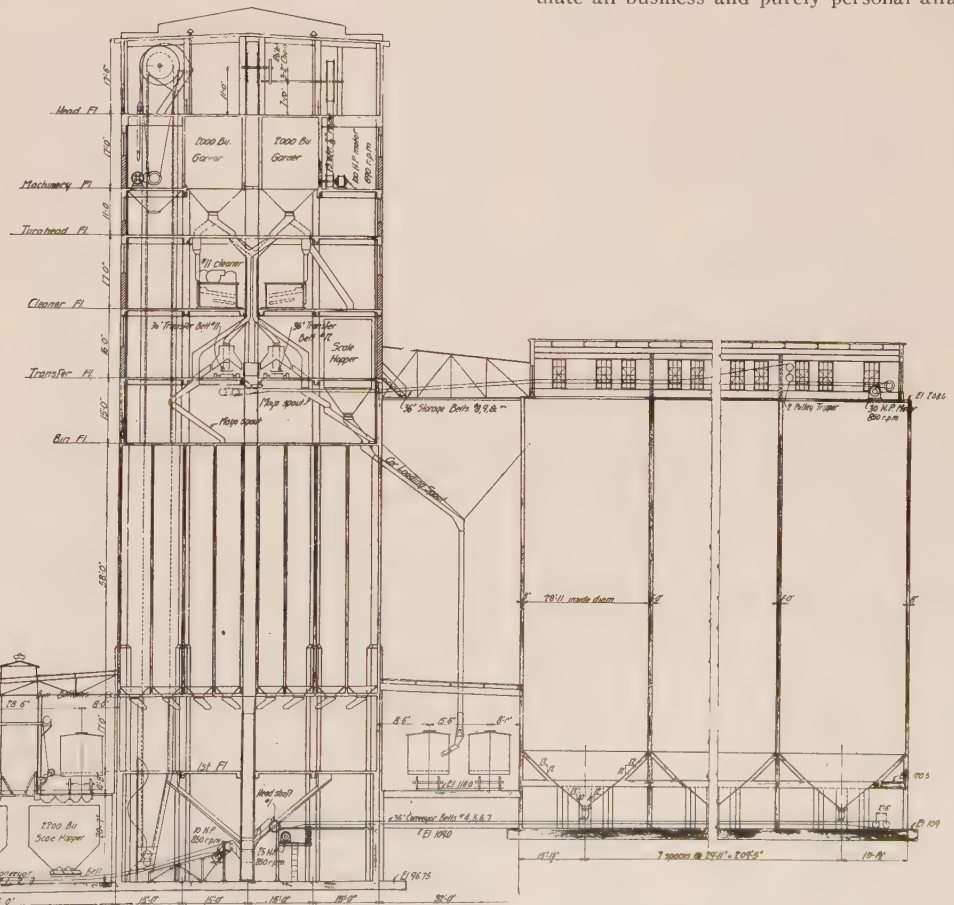
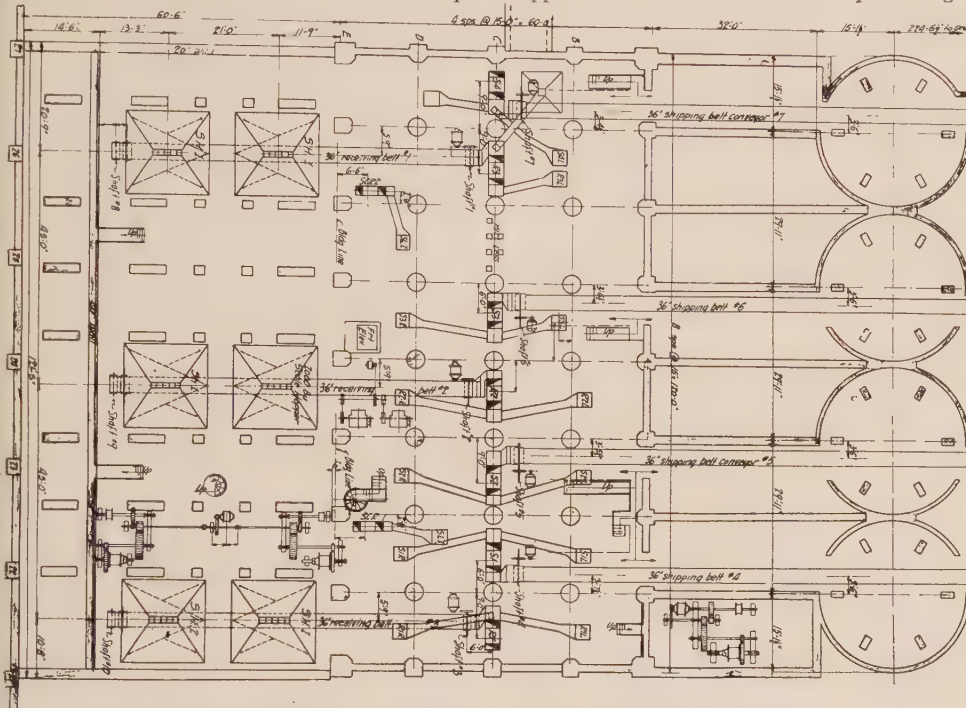
A few railroads have paid in \$250,000 to the Interstate Commerce Commission, the law providing that the payments should go into a special fund to be loaned to railroads.

Twenty-one railroads have filed reports for 1921 showing excess income of \$696,944, and of the one-half due the government only \$16,317 has been paid.

The railroad managements believe the law is unconstitutional because it takes property without due process of law; and good legal opinion upholds their contention. It is also bad from an economic standpoint, since it penalizes successful management that piles up the excess earnings to be employed in the purchase of cars, and locomotive engines, or paid out in dividends.

A FURTHER invasion of the rights of the individual citizen and an encroachment upon state authority is found in the establishment of shooting grounds and federal licenses to hunt provided for in a bill passed by the U. S. Senate last week. Unless the voters soon get busy the radicals at Washington will attempt to regulate all business and purely personal affairs.

Basement Plan of Elevator, Track Sheds and Storage Bins.



Cross Section thru Mill, Track Sheds, Elevator and Storage Bins of North Dakota State Mill and Elevator Plant at Grand Forks, N. D.
[See Facing Page.]

American Corn Millers Meet.

The annual meeting of the American Corn Millers Federation was held at Chicago Dec. 4 and 5, W. N. Adams of Arkadelphia, Ark., presiding.

Pres. Adams said in part:

President's Address:

The phrase "Survival of the Fittest" was I believe first used by Herbert Spencer in relation to the preservation of favored races of mankind in the struggle for life. It represents the Spartan idea of the preservation of only the virile, the fit and the brave, and since the close of the war, and during the long period of deflation and readjustments, it has been a favorite expression of some business theorists.

The process of elimination, through the law of supply and demand, was to clarify the situation and re-establish our industrial life on an even firmer foundation than before the war. There is something appealing to the hardy American mind in this theory. Combat is exhilarating and one is willing to admit inferior fighting ability, although he may recognize inequality in equipment for an industrial battle.

Many corn millers accepted this theory as the logical procedure after the war, and trimmed sails in preparation for a siege along these lines, confident that they were among the fittest.

Here and there a corn milling company failed, and the others, while hesitating to openly applaud this promise of reduced capacity, excused their feelings of exultation at the misfortune of others, with the thought that it was the operation of an inexorable law.

The corn mill companies that closed their doors for one reason or another mounted into numbers and the survivors began to look for improved conditions because, according to their theory, the "fittest" must benefit. In anticipation they increased production by booking orders at ruinous prices in the vain hope that by maintaining capacity runs they could gain through lowered cost of production.

But gradually they came to a realization that the "survival of the fittest" idea did not apply to corn milling, for while companies fell by the wayside the mills with their equipment still stood.

It was a case of elimination that did not eliminate, and soon these milling plants passed into the hands of venturesome business men, often inexperienced in corn milling, at prices far below the original cost, and a new competitor arose with the advantage of a greatly reduced over head in the place of the vanquished company.

It began to dawn upon some of us finally that there was something wrong with our theories, and the thought presented itself that the fundamental idea of the survival of the fittest as it applied to the milling industry was all wrong and that the principle upon which the surviving companies should work was to develop a co-operative spirit in the industry to take the place of the species of unorganized warfare, for warfare, regardless of results, is destructive.

We may say that we began to realize that the application of principle of the Golden Rule was likely to be more effective, and that in the American Corn Millers' Federation, the national organization of the industry, we had a medium through which we could proceed in an orderly way to build up our industry on a "live and let live" basis.

It must not be understood that this change of heart did not come in the form of instantaneous conversion, and perhaps the moral side of the question was not the strongest appeal. Along towards the middle of last summer the survivors began to take stock carefully and discovered that they were standing a considerable loss on every barrel of corn goods they sold, and that under the market conditions that prevailed volume of orders was a curse. At the prices obtainable at that time it was impossible to escape the conviction that unless there was a change the industry would be wiped out.

In desperation, the executive com'te of the Federation instructed the Sec'y to call a meeting of corn millers in St. Louis early in July to confer and see if some plan of salvation could be worked out. The response to this call was unmistakable evidence that active corn millers could all see the rocks ahead. Probably seventy per cent of capacity engaged in general trade was represented, and a more serious, and I may say discouraged, lot of business men is seldom seen together.

Unfair to Sell Below Cost.—The atmosphere was depressing until the Secretary read excerpts from a speech of Chairman Gaskill of the Federal Trade Commission delivered to the Wholesale Grocers Ass'n in Chicago a short time before. Among the many interesting views of Chairman Gaskill was this one: "Because I believe that selling below cost is an unfair method of competition, I believe that a group agreement not to practice this method of doing business is a lawful agreement. It is, it seems to me, as much a matter of internal concern

and action in a trade ass'n as misbranding or commercial bribery."

The effect of these words was instantaneous; we were all guilty; and there followed a series of confessions from every man present that reminded one of an old-fashioned experience meeting. The atmosphere was cleared, and we proceeded to a discussion of cost, and then and there resolved that regardless of anything our competitors might do we would get our prices up to within hailing distance of the actual cost of conversion, based on the grinding capacity that the demand for our product permitted us to run. It was then that we abandoned the policy of figuring our prices on the basis of a 24-hour run, where we could not possibly operate over 8, 10 or 12 hours. Since that time we have all acted as "spreaders of the gospel" of co-operation, good faith, and prices approximating cost. That was six months ago, and while there is not a miller here who has made any money out of corn milling, we have cut down our losses to such an extent since that we believe we can, in another six months, get the industry back to a paying basis.

Co-operation, Cohesion and Concord in Corn milling—four big Cs, it is true, but think of what we can accomplish if we apply them.

Co-operation—working together. In the last few months we have seen what could be accomplished by working together. I once heard a story of a stage driver that brings this matter of co-operation and organization vividly to mind. A traveler was going across the country in a stage coach. He noticed the driver was expert with his whip; he could clip a horse off the lead horse; he lashed a grasshopper twenty-five feet away; he would cut the branches of trees on the side of the road; he told the passenger that he could hit a dime fifty feet away. About that time he passed a hornet's nest. The traveler asked him to try to knock it down. The driver replied that killing a horsefly or grasshopper was one thing, but hitting a hornet's nest was another, for, he said, "You see, hornets are organized, they co-operate, and the Lord pity anyone who interferes with them."

Why cannot corn millers learn a lesson from the hornet? We must co-operate to live. Society is founded on co-operation. As corn millers our co-operation must head up in the Federation.

Cohesion—sticking together. If we do not hang together we certainly will hang separately. We are competitors, it is true, but we are business men, and as honest business men we must stick together. If we stick to each other and to the Federation during these trying times we will put corn milling on the high plane where it belongs.

Concord—working and sticking together without friction, believing in each other. Too long have we taken the reports of brokers who had no interest in our welfare, rather than the statement of a brother miller. Legitimate competition is one thing, jealous cut throat methods is another. My contact with the corn millers of the country the last few years has convinced me that a more honorable or more loyal set of men never lived. If this is so, why can't we work together under the guiding hand of the Federation in peace and harmony?

High tide in Relief Corn work was recorded last spring, and at the close of the gift corn movement of 1922, the Federation had handled approximately 1,500 cars of corn donated by American farmers, milled it into attractive grits and corn flour and shipped it to Europe and Western Asia. It was a great privilege to share in the splendid work of the American Relief Administration, the Near East Relief, and the American Friends Service Committee organizations that are saving thousands of innocent human beings from starvation in devastated sections of the world, and every member of the Federation must feel keen gratification that in handling this movement every pound of corn was accounted for, and the yields of finished products represented the highest skill in milling, and the most painstaking care of every ounce of food and feeding stuffs that belonged to the undernourished victims of world conditions.

When the Farm Bureau offered to raise a million bushels of gift corn for Child Relief in 1921, Mr. Herbert Hoover, Chief of the American Relief Administration, was in a quandary. He did not see how he could make use of this generous offer of the American farmer, yet he could not well decline to accept it. Co-operating with our Secretary, Gen. Asher Miner, despite his crippled condition, went to New York, outlined his ingenious but effective plan whereby Federation mills could take this gift corn, mill it and ship the products, thereby increasing greatly the volume of food for relief purposes.

The Near East Relief has been using more grits than any other single foodstuff in Armenia recently, and will doubtless continue to do so. Mr. Wilbur K. Thomas, Executive Secretary of the American Friends Service Com'te, recently made the statement that practical demonstrations had convinced them that grits were the best feed for their use, and that they would hereafter be the largest item of food in their shipments to the section of the famine district in Russia that they have taken over.

It is quite worth while that in Armenia grits are used as a medium of exchange in the place of Russian rubles. That farmers in Asia Minor are tilling the soil, and refugees working the roads with no other pay than rations of grits. That in many other parts of the world, where corn as a human food was unknown two years ago, its value as foodstuff is accepted. That the Czechoslovakia Government has appointed a commission to educate and encourage its people in the use of corn for food. In all this we see a reflection of the value of the introduction of our grits into Europe through relief agencies, co-operating with the American Corn Millers Federation.

If European people develop a liking for corn goods a big step in the solution of the great economic question of "what shall we do with our corn?" will have been taken.

For the first time in years there appears to be brighter prospects ahead for corn milling, but to take full advantage of improved conditions we must further the spirit of co-operation and develop a greater confidence in each other. This can only be done through our Federation, and I want to urge both members and non-members to take this thought home. We have accomplished much in the last three years, of which I am proud, but I think one of our greatest accomplishments was securing Mr. Chivington as Secretary. Mr. Chivington has a wonderful personality, is a tireless worker, an optimist and a doer. No longer is the Federation flat on its back begging for money so as to survive from month to month, but it is a live, self-supporting organization that is really doing things worth while.

Sec'y T. M. Chivington, Chicago, read the following report:

Secretary's Report:

The fiscal year of 1922 ended Oct. 31 has been an exceedingly active one for the American Corn Millers Federation, and the amount of correspondence and other detail work in the Secretary's office has far exceeded any previous year since it was organized.

The Near East Relief Gift Corn Campaign placed upon the Secretary's office the burden of routing from country stations 500 cars, supervision of milling and shipping the products from a dozen mills, checking yields placing with these mill's orders for products representing the money realized from the sale of hominy, feed and corn oil resulting from the milling of this gift corn.

This work could not have been successfully done by a limited office force but for the closest co-operation from the interested mills. That it was handled satisfactorily is evidenced by the letters of appreciation and thanks received from the Near East Relief officials.

The American Friends Service Committee was also given some assistance in its gift corn campaign, but most of the detail work in this campaign was done by Jackson Bros. & Co., Chicago grain dealers.

At the time Congress appropriated \$20,000,000 to purchase corn for relief of starving Russians, Mr. T. R. Hillard of the Miner-Hillard Milling Co., and your Secretary each visited Washington and exerted every possible effort to induce the Russian Relief Commission to use products of corn in this work. The subsequent purchase of 200,000 tons of grits by the Commission was no doubt influenced by the activities of Mr. Hillard and Mr. Howard B. Jackson of Chicago. Mr. Jackson's active part in the gift corn campaign of 1921 had converted him to the value of grits for relief feeding.

Grits to be in Rations.—There appears to be two important results from Federation activities in various gift corn movements that will have far-reaching results. In the first place the various relief organizations are now convinced that grits should be an important factor in their rations because of their food value and cheapness as compared with other foods. Secondly, thousands of persons in Europe and Asia Minor developed a liking for corn products. To them it was an unknown food two years ago. Further—the reading world knows that corn grits saved the lives of thousands upon thousands of human beings. In this country the press reports of American relief work has opened the eyes of many of our own citizens, some of whom had never heard of or seen corn grits.

Dovetailed with this gift corn work was the activity of the Department of Commerce in helping to promote the use of corn for food in Europe. Secretary Hoover, thru his chief of the foodstuff division, E. G. Montgomery, sent Dr. J. A. Le Clerc, trade commissioner, on a six months' tour of the capitals of Europe to study market conditions. A copy of Dr. Le Clerc's able report was mailed to every member of the Federation last April, so further comment is not necessary. However, the corn millers of the country were in a way committed to follow up the work done by the Department of Commerce. Owing to business conditions in Central Europe, this has not been done, but there is an obligation that we must meet when conditions permit.

Daily Report of Sales.—At the time of the development of a plan for a daily report of sales to be summarized and mailed to each re-

porting mill daily to show actual market conditions, your Secretary was instructed to outline the plan to Chairman Gaskill of the Federal Trade Commission. This was done, without reservations. At the suggestion of Chairman Gaskill, the plan was also submitted to the Department of Commerce, verbally, and later by letter. No objections were made then or at any later date, and your Secretary feels that he is safe in saying that sales reporting as we are conducting it meets with the approval of Washington authorities.

In this connection it may be said that so long as we steer clear of anything that might be construed as a price agreement, or of limiting production, we will be permitted to distribute such sales reports as we are now doing, because this information is available to anyone seeking it, but at considerable more expense. Our present plan is not unlike in practice the ticker or telegraphic service that reports grain and stock markets. Your Secretary has not only furnished the Department of Commerce copies of our daily summary, but is prepared to send them to anyone asking for them. The cost of such service would be nominal.

Considerable effort was expended in an effort to provide ways and means to produce a motion picture film for general distribution at home and abroad to educate the public in the value of corn for feed. Lack of interest on the part of corn millers in general and other interests that would have been directly benefited forced the abandonment of the plan.

Federation activities in legislative matters were limited last year. The overcrowded Congressional calendar prevented consideration of any legislation directly affecting the industry. Chairman T. H. Hillard of the Legislative Committee has kept in touch with the Decimal Weights bill, but it was not presented.

Chairman H. W. Tilden of the Traffic Committee has given a great deal of attention to Federation traffic matters, and the organization has been represented or recorded as a party to many important hearings. The interests of the industry have been remarkably well looked after, considering that this work is voluntary, and that there is no fund from which even the traveling expenses of the Chairman of the Traffic Committee may be paid. Co-operating with other trade organizations the Federation is now endeavoring to have telegraph and telephone rates reduced, and also to have the liability for errors in transmitting telegrams include code messages.

Federation package differentials are now in general use among corn millers owing to the pains taking effort of Chairman J. W. Craver, and the members of his committee to have them correct, and to equalize the value of meal in various sections of the country.

During the past year the Federation has increased its active membership sufficient to offset the loss from the number of mills that withdrew from the business for one reason or another. This has been due to the efforts of our membership committee, composed of Messrs. Ed. S. Miller, Chairman, F. Hutchinson, C. A. Wernli, J. W. Morrison and E. Wilkinson.

Owing to the generosity of the mills that ground gift corn for relief purposes, all increased expense due to handling this corn was not only paid by them in full, but there was enough left to enable us to increase our cash balance over last year.

T. R. Hillard of Wilkes-Barre, Pa., reported for the Legislative Committee that no progress had been made on the Vestal decimal weights bill, altho it passed the House and was approved by the proper committee of the Senate.

A. P. Husband, Chicago, sec'y Millers National Federation: Certain mills it seems must secure their wheat at night to sell at the price they do, below cost.

Mr. Husband told of the unsatisfactory experience of the millers' committee with the Ass'n of Food Control Officials and urged that the Corn Millers Federation be prepared to meet the analysts on definitions.

Pres. Adams was authorized to name a special committee on feed standards.

Mr. Husband: Last year we got the feed control officials to appoint a committee of 6 on uniform labeling. We sent out a questionnaire of 30 questions to feed control officials of 43 states and presented a printed report of 24 pages. Sixteen states now have agreed to the acceptance of the uniform labels we have worked upon.

We took up the matter of the drafting of a uniform blank for application for registration that has been acceptable to many states, together with a uniform date for registration.

Mr. Hillard: It is absolutely necessary to have representation at these meetings of the Food Control Officials to show our objections.

Mr. Reed of the Corno Mills saved the day

for us one time in objecting to the proposed definition for nomy feed by informing them the rule would enable him to sell 100,000 bags of a certain product and sting the buyer \$2 to \$3 a ton. If we had not been there that definition would have gone thru.

C. M. Yager, Chicago, referred to the great expansion in corn milling capacity and judged that the increase in population will give the millers a better trade.

Mr. Hillard was appointed chairman of the committee on nominations.

W. J. Edwards of St. Louis stated that he had received the questionnaire from the Federal Trade Commission and the commission had written him it would be satisfied with the regular financial statement, and the questionnaire need not be filled out.

Adjourned to Tuesday.

Tuesday morning the committee on nominations brot in the following list for new officers and directors, who were unanimously elected:

Pres., J. W. Craver, St. Joseph, Mo.; First Vice Pres., Asher Miner, Wilkes-Barre, Pa.; Second Vice Pres., T. B. Andrews, Memphis, Tenn.; directors, J. M. Hammond, Lincoln, Nebr.; R. A. Henderson, Sioux City, Iowa; F. Hutchinson, Lawrenceburg, Ind.; C. J. Travis, Louisville, Ky.; L. J. Licht, Geneva, N. Y.; J. P. Mabrey, Jackson, Mo.; E. S. Miller, Omaha, Nebr.; Thos. L. Moore, Richmond, Va.; H. E. Boney, Wilmington, N. C.; Reager Motlow, Union City, Tenn.; C. A. Wernli, Le Mars, Ia.; E. Wilkinson, Birmingham, Ala.; G. D. Simonds, Cedar Rapids, Ia.; Carroll Thibault, Little Rock, Ark.; W. W. Hill, Springfield, Ill.; G. W. Haynes, New Ulm, Minn.; E. V. Mashburn, Shawnee, Okla.

L. R. Rowman of Sikeston, Mo., gave an instructive talk on the cost of manufacture, listing 34 items that should be figured in the cost. "Every barrel sold at a conversion cost of 70 cents a barrel is losing money." "No miller can afford to sell meal at a conversion cost of less than \$1 a barrel.

Pres. Adams: It is almost criminal to have to admit we can not keep our industry alive without gambling in grain.

J. W. Craver, St. Joseph, Mo.: It costs 35c a hundred to make meal. The biggest trouble with our industry is that we do not know our costs.

Pres. Adams was authorized to appoint a committee on uniform sales contract.

The committee on uniform sales contract named is composed of H. H. Gorman of the American Hominy Co.; L. R. Bowman of the Scott County Milling Co.; W. W. Marshall of the Kimball Milling Co., and Chas. A. Krause of the C. A. Krause Milling Co.

Adjourned *sine die*.

During the executive session of the Ass'n Monday afternoon the following executive committee was elected: W. N. Adams, Chas. A. Krause, Milwaukee; J. W. Morrison, Lexington, Ky.; W. W. Marshall, Kansas City; G. A. Chapman, Chicago; J. F. Weinmann, Little Rock, Ark., and L. R. Bowman, Sikeston, Mo. T. M. Chivington was chosen sec'y for the ensuing year.

Among those in attendance were: W. N. Adams, Arkadelphia, Ark.; T. B. Andrews, Memphis, Tenn.; F. L. Barnes, New Orleans, La.; L. R. Bowman, Sikeston, Mo.; L. F. Brown, sec'y Am. Feed Mfrs. Ass'n, Chicago; R. B. Crawford, Louisville, Ky.; J. W. Craver, St. Joseph, Mo.; G. A. Chapman, Chicago; L. De Burger, Chicago; G. F. Dristy, Omaha, Neb.; W. J. Edwards, St. Louis, Mo.; A. B. Forbes, Topeka, Kan.; D. O. Green, Chicago; G. W. Haynes, New Ulm, Minn.; J. M. Hammond, Lincoln, Neb.; T. R. Hillard, Wilkes-Barre, Pa.; A. P. Husband, Chicago; Chas. A. Krause, Milwaukee; L. J. Licht, Geneva, N. Y.; W. W. Marshall, Kansas City; W. R. Morris, Louisville, Ky.; Ed S. Miller, Omaha, Neb.; R. C. Miner, Wilkes-Barre, Pa.; Reager Motlow, Union City, Tenn.; E. A. McCarthy, Louisville, Ky.; C. B. Raleigh, Little Rock, Ark.; G. D. Simonds, Cedar Rapids, Ia.; J. W. Strickland, New York; W. Carroll Thibault, Little Rock, Ark.; C. J. Travis, Louisville, Ky.; Harvey Thompson, Wilson, Ark.; R. Van Evera, Western Corn Millers Bureau, Kansas City; Wade Wood, Birmingham, Ala.; G. A. Wernli, Le Mars, Ia., and E. Wilkinson, Birmingham, Ala.

Court Again Enforces Arbitration.

As reported some time ago the court of common pleas of Lucas County, in which Toledo, O., is situated, gave the Park & Pollard Co., of Boston, Mass., judgment for \$3,840 against the Paddock-Hodge Co., of Toledo, being the amount of an award made by arbitration committee No. 3 of the Grain Dealers National Ass'n. This judgment has now been affirmed by the circuit court of appeals, and the suit probably is ended.

There were really two suits in this case, the first having been started by the Paddock-Hodge Co. to enjoin the Grain Dealers National Ass'n from going on with the arbitration. This went thru two courts to the Supreme Court of Ohio, all sustaining the power of the Grain Dealers National Ass'n to compel arbitration by threat of expulsion from membership as provided by the rules.

The second suit was started by the Park & Pollard Co. to enforce the award given by the Arbitration Committee after the Supreme Court had upheld the committee's authority.

Report of the Secretary of Agriculture.

Secretary of Agriculture Henry C. Wallace, in his report to the president, issued Dec. 5, says:

The volume of business handled by the offices of Federal grain supervision during the past year surpassed by far that handled in any previous year. This is especially true of appeals from inspections originally made by licensed inspectors. During the year 31,689 appeals, or approximately three times as many as the preceding year, were handled by the department. In addition to the handling of appeals on complaint of parties to commercial transactions, supervisors work in close contact with licensed inspectors, aiding them in inspection problems and in applying the standards. A total of 175,896 supervision samples were handled during the year to check the work of the inspectors in order to secure correct and uniform application of the Federal standards.

The large and steady increase in demand for appeal service, as well as the desired supervision of inspections not made the subject of appeal but to secure correct and uniform application of the standards, has taxed to the utmost the personnel in some of the offices in the larger markets. This situation had become so serious by the close of the past fiscal year that it was found impossible to handle the volume of work, which by its very nature must be promptly and efficiently executed, on the available funds. To avoid a breaking down of the efficient organization which has been perfected, the only alternative was to contract the service by closing field offices. Although serious protest was made by trade organizations and individuals, it has been found necessary to close four of the branch offices.

The number of grain warehouses licensed under the U. S. Warehouse act increased from 56, having a capacity of about 2,110,000 bushels, to 263, having a capacity of about 14,441,000 bushels.

The Supreme Court expressly stated that its decision did not affect the duty placed on the Secretary of Agriculture by the future trading act to investigate the facts about grain-marketing conditions. Representatives of the department have therefore been maintained at Chicago and Minneapolis, where they have kept close observation over the operations of the exchanges and have compiled a large amount of information as to the volume and course of transactions on the exchanges. This information will be helpful in carrying out the provisions of the new law.

The requirements of the new law, which becomes effective on Nov. 1, 1922, are substantially the same as those of the one declared unconstitutional.

The Secretary of Agriculture is given authority to examine the books and records of the members of the exchanges and to require such reports as may be necessary to carry out the provisions of the act. There is thus an opportunity to make a thorough inquiry into prevailing systems of grain marketing and to secure information which has never heretofore been available, and which is urgently needed before important changes in marketing methods can safely be required.

INSURANCE against damage to crops by insects is being given by a Pennsylvania insurance company. The company, after a study of the methods of production, yields and insect pests, applied to the state insurance department for authorization to insure against insects, and the application was granted.

Feedstuffs

MT. VERNON, KY.—Laswell & Co. have opened a feed store here.

COBDEN, ILL.—Ed Kohler has purchased the feed business of Geo. Horsley.

SPENCER, N. Y.—N. B. Tompkins sold his feed business here to B. Haseltine of Oswego.

AKRON, IND.—John Erb traded his property here for the feed mill and store of S. C. Sippy.

CONWAY, MO.—Jacob Keller of Long Lane purchased the Conway roller and feed mill here.

MIDDLESBOROUGH, KY.—A. J. Blaire has completed a large wholesale plant where he will carry hay and feed of all kinds.

AUBURNDALE, WIS.—Mail addressed to William Schmidt, whose feed mill burned here recently, is returned marked "removed."

LOUISVILLE, KY.—The American Hominy Co. of Chicago is negotiating for the purchase of the Louisville plant of the Wathen Mfg. Co.

PUYALLUP, WASH.—The H. B. Clark Feed Co. has succeeded the Puyallup Feed & Supply Co.

MEMPHIS, TENN.—The Crown Rice Mill & Feed Co. is the new name of the Crown Milling Co.

OSWEGO, KAN.—T. J. and H. M. Sharp have purchased a feed grinder and will enter the feed business here.

LONE JACK, MO.—Frazier Stafford has succeeded Herbert Scott as manager of Hogan Bros. feed store here.

ALMOND, WIS.—The flour and feed mill of Oscar Culver here burned Nov. 21 with \$10,000 to \$12,000 loss. The plant carried no insurance.

PHILADELPHIA, PA.—Louis D. Toll is now in charge of the feed department of the Quaker City Grain Co. He was formerly with the firm of S. F. Scattergood & Co.

GULFPORT, MISS.—The Gulfport Grocery Co. has adopted the word "No. 18, Ateen" as descriptive of its dairy feed, and has registered it as trademark No. 155,960.

WHEELING, W. VA.—The Gold Star Feed Co. incorporated with a capital stock of \$10,000. Incorporators are A. C. Myers, W. T. Hicks, H. E. Myers, and E. E. Hicks.

WHEELING, W. VA.—The Gold Star Feed Co. incorporated here for \$10,000. Incorporators are A. C. Myers, W. T. Hicks, Harry E. Myers, E. E. Hicks and A. Ault.

KIRKLAND, WASH.—The Midlakes Feed & Milling Co. is building a new mill here. The company recently decided to move its main plant from Midlakes to this place.

NEW YORK, N. Y.—The American Linseed Co. has adopted the words "Alinco" as descriptive of its stock and poultry feeds, and has registered it as trademark No. 161,477.

BIG FLATS, N. Y.—The feed mill of Louis D. Wiley here burned Nov. 20 with a \$10,000 loss.

SMACKOVER, ARK.—T. Steed and G. Steed

have opened a wholesale and retail feed store here.

CHICAGO, ILL.—The Midwest Feed & Fertilizer Co. increased its capital stock from \$70,000 to \$300,000. The company will build a new plant in connection with its present one at Hammond, Ind.

BUFFALO, N. Y.—The mill, warehouse and real estate of the bankrupt General Flour & Feed Co. will be sold at auction Dec. 12. W. T. Conkling, F. B. Hodges and D. F. Constello are trustees.

CHAS. G. WEHMANN, sec'y of the United States Feed Distributors Ass'n, was in attendance at the meeting of the Ass'n of Feed Control Officials of the U. S., at Washington, D. C., Nov. 13 and 14.

PHILADELPHIA, PA.—Fred L. Lemont, feed dealer here, died Nov. 24 of heart failure. His son, Bertram, will continue the business. Mr. Lemont was for many years a member of the Commercial Exchange.

YUKON, OKLA.—The Yukon Milling & Grain Co. is installing a chicken feed plant and equipping it with machinery from Sprout, Waldron & Co. The new addition will be ready for operation in about 60 days.

BUFFALO, N. Y.—The Black Rock Milling Corp. will install one of the largest molasses feed plants in New York state. It will be equipped with a 20-ton per hour continuous mixer, an automatic duplex agitator, a 2,000-lb. batch mixer, two preliminary heating tanks and two instantaneous molasses super-heaters.

TIPTON, IND.—We have installed a new attrition mill and judging by a week's trial, we will have a splendid feed business. It is our intention to branch out and manufacture wholesale feed, placing our own hog feed, egg and chick mash and scratch feeds. Ample storage space will enable us to do this.—O. F. Brewer.

ARKADELPHIA, ARK.—The Arkadelphia Milling Co. is erecting a new mixed feed mill. The plant will be three stories in height and have a capacity of 7,200 sacks per day. Modern machinery will be installed and another loading track will be built, giving the entire plant four tracks and increase its shipping capacity about 12 cars a day.

ROSHOLT, WIS.—The feed mill of M. C. Colrud here burned Nov. 19 with a loss estimated at \$5,000. The blaze originated in the engine room where a gasoline engine backfired, igniting oil and grease on the floor. Besides the building, a carload of rye, one of oats and several of feed and flour burned. Only a small amount of insurance was carried.

MILWAUKEE, WIS.—The Mount Clemens Sugar Refining Co., Mount Clemens, Mich., was awarded damages of \$39,650.26 in its suit brought in the federal court against Max Hottelet, a feed merchant here. The plaintiffs charged that Hottelet had canceled a contract for pulp for sugar beets after the sugar had been removed, because it had become spoiled. The plaintiff was forced to sell the pulp at a lower price and asked judgment for \$71,000.

ROUGHAGE, in the form of paper fiber, when added to the rations of chickens produced good effects on the growth whereas before the addition of the paper fiber, only indifferent success was attained, according to H. H. Mitchell, Division of Animal Nutrition, University of Illinois. His report states: It is surprising with what avidity large quantities of paper were eaten—full grown birds consumed daily a sheet of blotting paper nearly two feet square. It is possible that the employment of plenty of oat straw litter by poultry men has its advantage in the supply of roughage thus furnished rather than in the exercise which it is generally supposed to stimulate. Using adequate roughage, chicks were successfully raised from hatching to a weight of three pounds. However, such successes were the exception, not the rule, and it is evident from the investigator's reports that a satisfactory solution of the problem of nutritive requirements of chicks and of the etiology of leg weakness had not been reached.

Feed Control Meeting.

The fourteenth annual convention of the Ass'n of Feed Control Officials of the United States was held at the Raleigh Hotel, Washington, D. C., Nov. 13 and 14.

At the first session, the program was opened with H. C. Wallace, sec'y of Agriculture giving the address of welcome and Pres. W. F. Hand of Mississippi responded with the president's annual address, in which he said:

Everywhere there is a commendable zeal among us to leave no duty unperformed that would contribute to the carrying out of our main task of protecting the public from imposition and of co-operating with manufacturers in general in keeping out of the trade the taint of the conscienceless.

But we do not seek recognition as helpful agencies as policemen only. The outlook would be less inspiring if it were not broader than that. There is the opportunity for increased usefulness in the higher point of view that enables us to take some share in the constructive work that is always in evidence in the feed industry. The food problem was never more important than it is today and it will become more important and still more difficult by tomorrow. The feeding of animals is but a prominent phase of it. The need for the prevention of waste and for skill in milling and compounding is to remain pressing and it is but natural, therefore, that we should like to look upon ourselves as co-workers with feeders who strive to buy to the best advantage and with makers and dealers who seek to make their service worthy of a great industry in its character and efficiency.

"The Milling of Wheat Flour with Special Reference to Feed Production" was the subject of a most thorough and interesting talk by Dr. H. Snyder of Minneapolis, Minn.

Following reports of various affiliated ass'ns and the report of the Credentials Com'te, the meeting adjourned until 2 o'clock.

The afternoon session opened with an address by W. G. Campbell, acting chief, Bureau of Chemistry, on "The Development of Modern Organization for Regulatory Work."

Dr. E. B. Meigs, Bureau of Animal Husbandry, Beltsville, Md., read a paper on "The Importance of Hay in the Rations of Dairy Cows."

"The Feed Manufacturer's View of Some Pressing Problems in Feed Control Work and Administration" was the subject of L. F. Brown's address. Mr. Brown is sec'y of the American Feed Manufacturers' Ass'n, and in his talk stated that he would handle the subject bare-handed, and he did. The speech delivered by Mr. Brown was one of the features of the two-day meeting.

The second day's meeting opened at 10 a. m. with the report of the Executive Com'te. From it we take the following:

After considering the report of the special com'te on wheat feed standards, the Executive Com'te recommends as follows: That a tentative standard of 9.5 per cent crude fiber be adopted for hard wheat mixed feed. That the tentative fiber standard on wheat mixed feed be continued. That the tentative fiber standard on brown shorts, gray shorts, and white shorts remain tentative for another year. That the tentative fiber standards on standard middlings, flour middlings and red dog flour be made official.

JOHN E. BRENNAN & Co., Chicago, Ill., are distributing a large calendar for the coming new year. It is well printed in red and black ink and can be easily read from a distance.

Feed Movement in November.

Receipts and shipments of feedstuffs at the various markets during November, compared with November, 1921, were as follows:

	— September —		9 mos. ending Sept.	
	1922	1921	1922	1921
Bran and middlings, tons	160	4,163	6,949	8,489
Cocunut cake, lbs.	248,645	4,752,668	7,839,302	7,805,353
Corn cake, lbs.	61,060	246,932	4,131,472	1,399,189
Cottonseed meal, lbs.	8,884,200	14,064,597	38,364,351	111,621,760
Linseed meal, lbs.	3,628,256	2,521,227	13,128,255	18,338,584
Linseed cake, lbs.	41,764,356	48,376,711	287,755,960	403,782,446
Millfeed, tons	3,958	1,874	25,543	9,774

Exports of Feedstuffs.

Exports of feedstuffs during September, compared with September, 1921, and for the nine months ending with September, were reported by the Bureau of Foreign and Domestic Commerce as follows:

	—Receipts—		—Shipments—	
	1922	1921	1922	1921
Baltimore, tons	1,461	1,353		
Cincinnati, tons	1,326	450		
Chicago, lbs.	30,796,000	31,196,000	97,835,000	78,813,000
Kansas City, tons bran...	5,300	2,160	23,120	11,660
Milwaukee, tons	6,090	7,632	23,637	21,100
New York, tons bran...	280		1,576	
St. Louis, sacks, bran	84,610	112,170	125,630	105,265

After consideration of the matter of the use of second hand bags the Executive Com'ite recommends that the association adopt a resolution to the effect that the association is opposed to the use of second hand bags unless they are turned wrong side out so that the original stenciling will not be displayed.

With regard to the requested definition for semi-solid or condensed buttermilk the Executive Com'ite recommends that a special com'ite be appointed to recommend a definition and consider the possibility of adopting standards for this product; the com'ite to report at the next annual meeting.

With regard to the requested definition for corn red dog flour, the Executive Com'ite recommends that a special com'ite be appointed to study the manufacture of this product and report a proposed definition at the next annual meeting.

In connection with the use of degerminated cracked corn in poultry feeds, it was requested that the association consider the advisability of adopting a resolution to the effect that when degerminated cracked corn is used in a poultry feed, it should be described as "Degerminated Cracked Corn" and not merely as "Cracked Corn." After consideration of the matter the Executive Com'ite recommends that it be referred to the same committee which is charged with the consideration of a definition for corn red dog flour.

The com'ite appointed to make a report on the addresses of Pres. Hand and M. F. Brown followed with its report. The com'ite brot to the attention of those assembled the absolute necessity of having a permanent legislative com'ite who are members of the ass'n. The proposed com'ite would be required to keep in touch with all legislative matters pertaining to the feed laws and would make an annual report to the ass'n. The ass'n was also urged to continue the com'ite on Uniform Labels and Registration so that problems arising during the year could be promptly dealt with.

States adopting the uniform label are especially urged to submit all details on disputed questions to the com'ite so that uniformity may be maintained.

It appears desirable that for the first year at least, uniformity be striven for from within by the aid of uniform rulings and interpretations, instead of trying to amend feed laws by legislative action.

The ass'n then voted that the Uniform Label com'ite be continued for another year and upon being asked his opinion on both the label and the registration Mr. Hanson of Delaware stated:

The Delaware feed law is the latest feed law in the east and it was passed without any suggestions on the part of the state chemist. As Mr. Brown pointed out yesterday, I can say that it is very nearly in accord with the uniform law. What changes were made are really insignificant as far as uniformity in labeling and registration is concerned. I think I can very safely promise that all concerned will be heartily in favor of the recommendations made at this meeting and I have no doubt that the recommendations will be approved and adopted, both as far as labels and registration are concerned.

Mr. Proulx, Indiana:

Indiana, as you know, is one of the few states that have a special tax. I am glad to say that in our law it is optional whether we furnish a stamp or a tag. I have been heartily in favor of this uniformity. It costs something like \$30,000 a year to furnish tags and I should prefer to furnish a stamp and perhaps we could reduce our tax. I feel that if a nucleus of states adopt the uniform law, I can go to the people in our state and show them that this uniform label gives them all the information and more than is called for in our tag, and we can do away with the tag and use a stamp. I do not see why that could not be carried thru in Indiana. As regards the uniform registration blank, we have a catch in our law, which the attorney general thinks requires a double application form. When it comes time to adopt the uniform blank in Indiana I am going to ask that the influential millers act in conjunction with me to see if we cannot have the attorney general adopt the registration blank this ass'n has approved. Personally I think it is all right and I would like to see it go thru.

E. C. Dreyer, St. Louis: The feed distributors have been working on this proposition for eight or ten years and we certainly do favor it.

Pres. Hand then appointed a com'ite on Red Dog Flour and Degerminated Cracked Corn; Corn Molasses; Semi-solid Buttermilk; Legislative Com'ite.

The chairman of the com'ite on oil cake and meal definitions offered the following:

Oil Meal or Ground Oil Cake is oil cake ground to a meal.

Linseed Cake or Meal is oil cake or meal made from flaxseed, provided that the final product shall contain less than 6 per cent of weed seeds and other foreign materials and, provided further, that no portion of the stated 6 per cent of weed seeds and other foreign materials shall be deliberately added.

Old Process Oil Meal, Old Process Linseed Meal, is oil meal as defined or linseed meal as defined produced by crushing, cooking and hydraulic pressure.

New Process Oil Meal, New Process Linseed Meal is oil meal as defined or linseed meal as defined produced by crushing, heating or the use of solvents.

Thirty-six Per Cent Cotton Seed Meal, Good Quality, must be finely ground, not necessarily bolted, of sweet odor, reasonably bright in color, free from excess of lint, and must contain at least 36 per cent crude protein equivalent to 7 per cent of ammonia.

Ivory nut meal definition is a tentative one.

The following officers were elected for the coming year: H. H. Hanson, Delaware, pres.; H. A. Halvorson, Minnesota, vice-pres.; A. W. Clark, New York, sec'y-treas. On the executive com'ite are Dr. W. H. Strowd, Wisconsin; Dr. J. W. Sample, Tennessee; Dr. J. K. Haywood, Washington, D. C.; and president and sec'y, ex-officio.

Adjournment.

Adulteration and Misbranding.

The Henderson Cotton Oil Co., Shreveport, La., shipped into Kansas a quantity of cotton seed cake which was misbranded. The label read "protein 38.55%, crude fibre 12.00% and net weight 99 lbs." Analysis by the Bureau of Chemistry showed that the shipment contained 35.75% protein and 13.98% crude fibre. Examination of 60 sacks showed an average net weight of 97.66 pounds. Upon a plea of guilty the court imposed a fine of \$100.

The Gonzales Cotton Oil & Mfg. Co., Gonzales, Tex., shipped into Kansas a quantity of cottonseed cake which was misbranded. The article was labeled "100 pounds net, Guaranteed analysis, crude protein not less than 43 per cent," whereas the Bureau of Chemistry found that the shipment contained 40.17 per cent protein and that examination of 50 sacks showed an average gross weight of 97.64 pounds and net weight 97.02 pounds. On a plea of guilty the defendant was fined \$50.

The Wichita Falls Cotton Oil Co., Wichita Falls, Tex., shipped into Kansas a quantity of cottonseed cake which was misbranded. It was labeled "100 lbs. net, guaranteed analysis, crude protein, 43.00 per cent." Analysis by the Bureau of Chemistry showed but 41.12 per cent crude protein. Examination of 50 sacks showed the average net weight to be 96.17 pounds. The food was in package form and not plainly marked on the outside of each package. On a plea of guilty the court imposed a fine of \$25.

The International Sugar Feed No. Two Co., Memphis, Tenn., shipped into Texas a quantity of horse feed which was adulterated and misbranded. The label read that each sack contained 100 lbs. net, whereas examination by the Bureau of Chemistry showed that fifteen sacks weighed but 1,422 lbs. Adulteration was alleged on account of the shipment containing a filthy or decomposed vegetable substance. The court imposed a fine of \$50 and costs upon a plea of guilty.

The Benedict Commission Co., Ltd., New Orleans, La., shipped into South Carolina a quantity of rice bran which was adulterated and misbranded. The label stated that the contents were "bran," whereas examination by the Bureau of Chemistry showed that ground rice hulls had been mixed in the shipment. Adulteration was charged on mixing in the ground rice hulls and misbranding because of the fact that the shipment was not "bran." Upon a plea of guilty the court imposed a fine of \$30.

John T. Gibbons, New Orleans, La., shipped into North Carolina a quantity of rice bran which was adulterated and misbranded. The article was labeled "150 lbs. rice bran, fibre 12.00%." Analysis by the Bureau of Chemistry showed 14.85 per cent crude fibre, indicating the presence of approximately 6.5 per cent added hulls. Adulteration was alleged because rice hulls had been packed with the rice bran and

injuriously lowered its strength and quality. Misbranding was alleged because of the fibre content being more than labeled. On a plea of guilty the court fined Mr. Gibbons \$20.

The Southland Cotton Oil Co., Corsicana, Tex., shipped into Missouri a quantity of cottonseed meal which was misbranded. The label stated that protein was "not less than 43.00%," whereas analysis by the Bureau of Chemistry showed but 40.13 per cent protein. On a plea of guilty by the defendant company the court imposed a fine of \$50.

The district court of the U. S. seized 200 sacks of International Dan Patch horse feed, consigned by the International Sugar Feed Co., Memphis, Tenn., remaining in original packages at Wichita Falls, Tex. Adulteration was alleged for the reason that it consisted of a filthy, decomposed and putrid vegetable substance. No claimant appearing for the property the product was destroyed.

The Southland Cotton Oil Co., Waxahachie, Tex., shipped into Kansas a quantity of cracked cottonseed feed which was misbranded. The Bureau of Chemistry found that it contained 36.31 per cent protein, and 15.06 per cent crude fibre. Examination of 27 sacks by the bureau showed an average net weight of 98.3 pounds. Misbranding was alleged because the article was labeled "100 lbs. net, protein not less than 38.5% and crude fibre not more than 14%." Upon a plea of guilty the court fined the company \$50.

The district court of the U. S. seized 202 sacks of cottonseed hulls at Alexander City, Ala., in the original packages, alleging that the article had been shipped by the Webb-Summer Oil Mill, Webb, Miss., and transported from Mississippi to Alabama, in violation of the Foods and Drugs Act. Misbranding was alleged because the quantity of the contents was not conspicuously marked on outside of each sack. No claimant having appeared for the property, it was ordered destroyed by the United States Marshal.

The National Oats Co., Cedar Rapids, Ia., shipped to New Holstein and Milwaukee, Wis., 400 sacks of bran and 600 sacks of oats feed, the latter shipped by the Hormel Milling Co., Austin, Minn. The shipments were seized and alleged that the bran was adulterated and the oat feed misbranded. Adulteration of the bran was alleged for the reason that it consisted in part of filthy vegetable substance. Misbranding of the oat feed was alleged because the packages were not plainly marked on outside. Upon no claimant appearing for 20 sacks of bran they were destroyed and the other 380 were released to the Hormel Milling Co. upon a bond of \$250.

THE GROWTH of Agriculture and Grain Marketing is the title of an interesting and educational leaflet written by John R. Mauff, sec'y of the Chicago Board of Trade. It describes the upbuilding of our great agricultural nation and the founding of the Board of Trade. The leaflet also tells of the economic value of the futures market, the value of price insurance and how loss is avoided thru the practice. How the world grain values are determined; how the grain surplus producing nations compete are described by Mr. Mauff in full and he also tells of the honor code with which the grain trade carries on its business.

Initiative.

The world bestows its big prizes, both in money and honors, for but one thing.

And that is Initiative.

What is Initiative?

I'll tell you: It is doing the right thing without being told.

But next to doing the thing without being told is to do it when you are told once. That is to say, carry the Message to Garcia; those who can carry a message get high honors, but their pay is not always in proportion.

Next, there are those who never do a thing until they are told twice; such get no honors and small pay.

Next, there are those who do the right thing only when necessity kicks them from behind, and these get indifference instead of honors, and a pittance for pay. This kind spends most of its time polishing a bench with a hard-luck story.

Then, still lower down in the scale than this, we have the fellow who will not do the right thing even when someone goes along to show him how and stays to see that he does it; he is always out of a job, and receives the contempt he deserves.—Elbert Hubbard.

Grain Carriers

CONTRACT will be let early in January by the State of Illinois for the construction of the La Salle Lock in the canal at Starved Rock.

THE HILLS Merc. Co. and others have been permitted to intervene in I. C. C. No. 14175, Turner Grain Co. v. Director General, Great Northern Ry.

THE OKLAHOMA Corporation Commission has given permission to Karl Humphrey, receiver of the St. Louis, El Reno & Western Ry., to sell the property.

RESTORATION of the old relationship in freight rates between Kansas City and Omaha and C. B. & Q. points in Colorado will be made effective about Jan. 1.

THE STEAMER York City sailed from Vancouver, B. C., recently, with the largest cargo of wheat ever shipped from that port. It consisted of 315,000 bus. of wheat from the United Kingdom.

ILLINOIS CENTRAL Ry. in its 22nd revised page 33 to No. 1-C advances switching rates on carload freight between Halliday Elevator and connection with St. L. S. W. Ry. at Cairo, Ill., effective Dec. 13.

VANCOUVER, B. C.—Excessive cost of fitting some vessels to receive grain is the complaint of some shippers. Recently one ship required between 80,000 and 90,000 feet of lumber and cost about \$3,500 to fit.

THE NORTHERN Pacific Ry. has removed its embargo against the loading of its cars to southern Minnesota mills, but the cars when so loaded must be returned to owning roads, either loaded or unloaded.

GRAIN LOADED at Fort William, Ont., Nov. 30, broke all records for one single day. The total was 6,810,000 bu. Of that total 5,875,000 bus. were wheat, 74,000 bus. oats, 79,000 bus. barley, 514,000 bus. flax and 269,000 bus. rye.

THE INTERSTATE Commerce Commission decided that rates on wheat and corn from Indiana points to Louisville, Ky., were not unreasonable and complaint of Ballard & Ballard Co. vs. Director General, No. 13161 was dismissed.

RAIL EQUIPMENT has increased 127 per cent during the last 31 years. In 1890 there were 30,140 locomotives, while in 1921 there were a total of 66,721. Total freight cars in service in 1890 were 918,491, while in 1921 there were 2,380,950 cars.

THE INTERSTATE Commerce Commission has held up until March 25, 1923, new freight rates by which southwestern railroads propose to advance the present rates on grain, grain products and feed from points southwest to Mississippi river points south of Cairo, Ill.

AN APPEAL by the Southern Ry. Co. against the payment of a small claim by a shipper on the ground that the Indiana law requiring payment or rejection of such within 90 days is unconstitutional, was rejected by the Supreme Court of the United States Dec. 5.

THE INTERSTATE Commerce Commission gave permission to the Omaha Grain Exchange to intervene in the fight of Kansas State Utilities Commission to secure a reduction on freight rates on all farm products. Hearings will open within a short time with about 10 states in the fight.

OTTAWA, ONT.—The Eastern Steamship Co. has been incorporated here by United States grain interests. Orders have been placed in Great Britain for 10 grain carriers of canal size to operate between Buffalo, Port Colborne and Montreal. Each carrier will be of 80,000 bus. capacity.

THE SANTA FE has put into effect an emergency rate of 50 per cent of regular rates on corn shipments into the southwest. The special rate was granted to get corn to New

Mexico and Texas stockmen whose ranges are reported very poor. Fruit and ice cars are being loaded from the east with grain for the southwest.

FOUR HUNDRED grain elevators are closed in Kansas, due to car shortage, states Clyde M. Reed, chairman of the Kansas Utilities Commission. The commission has sent telegrams to all railroads requesting relief. The Rock Island reports that only 81 elevators along its line are closed, compared to 105 on Nov. 1. The Santa Fe also reports that more cars are now being distributed.

A PETITION has been filed with the Public Service Commission of Louisiana by the New Orleans Mixed Feed Manufacturers and Grain Dealers Ass'n, asking for a reduction in freight rates on grain and grain products from points in Louisiana to New Orleans. It is contended that less than carlot rates are four times as high as they should be, compared with rates in other southern states.

EXAMINER C. I. Kephart of the Interstate Commerce Commission, found unreasonableness and recommended reparation in a report on I. C. C. No. 13596, Pacific Grain Co. v. Oregon-Washington Ry. & Nav. Co., as to a rate of 63.5 cents applied on four carloads of wheat shipped from Dayton, Wash., to Cedar Rapids, Ia. The rate exceeded a 56 cent rate to Chicago, a more distant point.

CHICAGO, Attica & Southern Ry. has been authorized by the Interstate Commerce Commission to acquire and operate a 25.72 mile rail line from LaCrosse, Ind., to Brazil, Ind., at a connection with the C. I. & W., and a branch line extending from Percy Junction, Ind., to the Illinois state line. The length of both lines is 145 miles. They were recently abandoned by permission of the I. C. C.

GRAIN BUYERS at Sutherland, Ia., suffered from the car shortage, so they complained to the Northwestern railroad in the hopes of receiving relief. A long letter from the railroad company explained the car shortage and stated that they were receiving their full quota of cars, and that the road was doing all in its power to get more cars. The buyers had shipped but 31 cars from the station in 118 days.

A COMPLAINT by the Oklahoma Corporation Commission will be made Dec. 15 against the proposed new tariff that would increase rates on grain from Oklahoma to certain Gulf ports. The case is being prepared by the Oklahoma Millers Ass'n, the Oklahoma Traffic Ass'n, the Southwestern Millers League and the Oklahoma Grain Dealers Ass'n. The tariff has been suspended by the Interstate Commerce Commission from Dec. 1 to March 25.

THE U. S. District Court of Omaha decided a case against the Northwestern, the Burlington and the Union Pacific Railroads in the matter of freight charges on grain shipped after Nov. 20, 1921, and prior to Jan. 1, 1922, which was charged for in excess of rates prescribed by the Interstate Commerce Commission. The companies which brought suit are Crowell Elevator Co., the Miller Cereal Mills, the Merriam & Millard Co. and the Trans-Mississippi Grain Co.

THE INTERSTATE Commerce Commission in No. 12604, North Packing & Provision Co., Boston, Mass., v. Director General, as agent Boston & Maine Ry., decided that a route that was embargoed against certain traffic for legitimate reasons, is not available to a shipper tendering such traffic. The carrier may refuse to accept such a shipment and is not bound to protect the rate over such embargoed route if the shipper elects, because of the embargo, to send his shipment via a more expensive route.

THE TEXAS Railroad Commission has ordered that Texas Lines Tariff No. 2-G, R. C. T. No. 43, be amended as follows: Amend item No. 1460, under the heading of Column No. 1 rates, by cancelling the words "Cotton Seed, straight carloads, minimum weight 40,000 pounds" and substituting therefor "Cotton Seed,

straight carloads, minimum weight 40,000 pounds: except that on shipments of cotton seed, in sacks, moving during the period Nov. 1 to May 15 of each year, and to be used for planting purposes and so billed, the minimum weight shall be 30,000 pounds."

THE northern division of the C., M. & St. P. was able to announce "No elevators closed today," on Dec. 2, for the first time in months. Many of the cars distributed to relieve the situation are part of the 4,000 new cars ordered by the road to be delivered at the rate of 100 per day.

A HEARING will be held in St. Louis before the Interstate Commerce Commission in regard to restoration of the relationship between Missouri River cities and the territory west thereof in freight rates on grain to the Mississippi valley. The relationship was disturbed when increases were made on rates from the Missouri river to that territory. The railroads sought to equalize the rates by making increases west of the Missouri river, effective Dec. 1, but the I. C. C. suspended the increases until Mar. 23, 1923. Representatives of the grain markets at Kansas City, St. Louis, Cairo and other cities will be present.

A FLEET of five barges, loaded with wheat, was torn from a towboat during a storm on Lake Oneida, N. Y., Dec. 5, and the entire cargoes lost. Two of the barges sank in midlake, and the other three are still floating. They belonged to the Inland Marine Corp., New York. A similar disaster occurred Nov. 24, when one towboat lost three of its consorts and another five in Lake Oneida. The cargoes were wheat, about 30,000 bus., consigned to New York. Two men lost their lives. Salvage of the lost grain presents quite a difficult problem to the grain salvage trade. A total of 200,000 bus. sank in the wreck of the first eight barges, two of which sank in midlake and the others near shoals. To date the insurers of the grain are having difficulty in disposing of the grain because of the dangerous locations. Lake Oneida is a part of the Barge Canal, and is 6 miles wide and 22 miles long.

Buying on Shippers' Weights.

There is apt to be a very pretty little fight on at the Omaha Grain Exchange, over the question of buying and selling grain on shippers' weights. A few of the elevator companies, with the idea of protecting their transfer charges, have proposed a rule prohibiting the sale of grain on the floor of the Omaha Grain Exchange, on shippers' weights.

By shippers' weights is meant weight furnished and sworn to by the original shipper at the point at which the car was loaded. Because transfer charges are rather high, some dealers have been buying grain on the floor of the Omaha Grain Exchange, on shippers' weights, and paying from one-quarter to one-half cent above the market for this grain, then diverting it out of Omaha, thus saving the transfer charge.

The Commission men in Omaha contend it is an injustice to the country shipper who is progressive enough to have an up-to-date scale in his elevator, over which he can give as accurate weights as can be obtained at terminal markets, to refuse to use these weights when the buyer desires it.

The elevator men on the other hand claim that buying on shippers' weights is hurting the Omaha market because they have no opportunity to transfer the grain in Omaha terminal elevators. To meet this argument the commission men have already suggested that the elevator men reduce their prices for transferring grain. The whole matter will come up before the Board of Directors of the Omaha Grain Exchange at an early date, and possibly before the whole Exchange, where it is expected there will be a merry fight over this proposition.

There are two sides to the question and a good argument can be made, both from the standpoint of the country shipper and the terminal elevator man.—Harney Sta., Dec. 2.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Mena, Ark.—W. W. Townsend is the new owner of the Mena Mill Co. which was formerly owned by T. A. Allen. Mr. Townsend will operate the plant.

Little Rock, Ark.—Clarke, Howell & Co. and Louis W. Cherry have established flour and brokerage firms here. They have been elected to membership in the Little Rock Grain Exchange.

CALIFORNIA

Los Angeles, Cal.—C. B. Holladay has severed his connection with the Smith Scott Grain Co. and will hereafter be associated with the Taylor Mlg. Co.

Los Angeles, Cal.—Harry E. Ward has severed his connection with the Atlas Mlg. Co. and is now connected with the Newmark Krauss Grain Corp. as traffic mgr.

San Francisco, Cal.—M. S. Cowen & Co. have filed a voluntary petition of bankruptcy with liabilities listed at \$203,000 and assets at \$10,000 and a life insurance policy valued at \$580.

Patterson, Cal.—Our new elvtr. has three round cylinders, 14 feet in diameter, divided into nine bins 75 feet high. The elvtr. is 100 feet high. It is equipped with an air truck dump, gravity carloading outspout, 15-h.p. motor, manlift, cleaner with capacity of 25,000 lbs. per hour. Elevating capacity is 80,000 lbs. per hour. Capacity of elvtr. is 31,700 bus. We expect to build some more elvtrs. this spring but do not know how many.—C. F. B. Elvtr. Corp., J. C. Hanson.

CANADA

Port Arthur, Ont.—The Gillespie Grain Co. has opened the Horn elvtr. here and is operating it as a storage annex.

Delia, Alta.—C. J. Minett has sold his elvtr. to Mr. Phillips, formerly with the Wolfe Elvtr. Co. Mr. Minett plans to return to the United States.

Sylvan Lake, Alta.—An elvtr. is being erected here for the Terwilliger Grain Co. An office building, coal shed and engine room will also be built.

Toronto, Ont.—Archibald S. Turner, chief grain inspector of the Eastern Division for the Federal Government, died recently at the age of 52 years.

Cardston, Alta.—The Alberta Pacific Grain Co. is planning the erection of a 50,000-bu. elvtr. in the spring. The company also operates a plant here with a capacity of about 25,000 bus.

Montreal, Que.—Joseph C. Bisailon, hay and grain exporter, died a short time ago after being ill for several months. He was stricken with cerebral hemorrhage while writing at his desk.

Winnipeg, Man.—R. M. Mahoney, formerly pres. of the Calgary Grain Exchange, has been appointed mgr. of the elvtr. department of the Home Grain Co. He will move from Calgary to this city.

Vancouver, B. C.—V. Mansell and James Angus were injured Nov. 26 while working on the grain elvtr. at the government dock. The staging broke down and the men fell nearly thirty feet. Both are in the hospital.

Port Arthur, Ont.—The Davidson & Smith elvtr. is now being operated by the Inland Seas Grain Co. J. P. Jones is in charge as reported. The Inland Co. has been capitalized at \$100,000. Offices are located in the Grain Exchange Bldg. at Fort William.

Vancouver, B. C.—Citizens held a mass meeting at the hotel Vancouver Nov. 27 to discuss ways and means of securing grain elvtrs., at which Mayor Charles E. Tinsdall presided. It is contended that all grain shipments west of Moose Jaw should be routed by way of Vancouver and that this business rightfully belongs to Vancouver.

Fort William, Ont.—The Bole Grain Co. of Winnipeg, whose elvtr. here recently collapsed, has purchased a site from N. M. Paterson & Co. and will build a 1,000,000-bu. elvtr. Other prospective builders will increase the storage capacity of this city by 5,000,000 bus.

Essex, Ont.—Messrs. McDonald and Gordon of Walkerville have taken over the Taylor-Osborne Flour Mill and Elvtr. and will operate the plant under the name Gordon & McDonald Mlg. Co. Mr. McDonald has been connected with the Taylor-Osborne Co. for some years as head miller.

Montreal, Que.—Preparations are being made to start immediate work on the new elvtr. at Tarte pier. The first unit will have a capacity of 4,000,000 bus. and is expected to be in readiness by October of next year. The elvtr. when entirely completed will have a capacity of 10,000,000 bus.

Port Arthur, Ont.—Plans are being made by the N. Bawlf Grain Co. of Winnipeg for the erection of a 2,000,000-bu. elvtr. The first unit, to have a capacity of 1,000,000 bus. will be completed in time for next year's crop. The second unit will be in readiness by 1924. C. D. Howe & Co. will be the engineers in charge, and plans are now being drawn. Contract will be awarded shortly.

Winnipeg, Man.—S. J. Farmers, accountant for the International Elvtr. Co., was elected mayor of Winnipeg Nov. 24 on the Independent Labor ticket. He is this city's first labor mayor, and was elected with a majority of more than 3,900 votes over his opponent. Mr. Farmer follows Frank O. Fowler, mgr. of the Winnipeg Grain & Produce Clearing Ass'n who was filling an unexpired term.

Vancouver, B. C.—The government has decided to turn over to the Harbor Board the problem of grain storage and elvtr. facilities in this city, following recommendations by the Hon. Dr. J. H. King, Hon. J. A. Robb, and Hon. Charles Stewart, acting minister of trade and commerce. The present elvtr. accommodations here will be turned over to the Board and it is expected that body will proceed with the erection of another grain elvtr.

Winnipeg, Man.—The following memberships in the Winnipeg Grain Exchange have been transferred: Geo. Bingham to H. L. Webb, New York; M. McCulloch to F. A. Clark, Winnipeg; C. A. Young to K. A. Powell, Winnipeg; W. Ross Alger to W. A. Anderson, Winnipeg; W. A. Anderson (second certificate) to T. A. Hatchard, Winnipeg, and F. J. Anderson to W. H. Martin, Chicago. Firms that have recently registered are: Burdick, Logan & Co., Ltd., Vancouver; Clark & McCulloch, Winnipeg; Inland Seas Elvtr. Co., Ltd., Winnipeg; Smith-Murphy Co., Ltd., Winnipeg. Burdick Bros., Ltd., of Vancouver and Howden & Dunseath of Winnipeg have cancelled their registrations.

COLORADO

Erie, Colo.—I am starting a feed mill and elvtr. with a capacity of 10,000 bus.—William Grimson, Erie Grain & Feed Mill.

Keensburg, Colo.—The Keensburg Elvtr. Co. has been incorporated for \$20,000 by R. L. Martin, C. C. Milhoan and R. L. Shanklee.

Bayfield, Colo.—The Bayfield Mlg. & Power Co. has been organized and incorporated for \$15,000. Plans are being made for the erection of a 50-bbl. flour mill.

Petersburg (Littleton p. o.), Colo.—I have leased the Petersburg Mill and will do a wholesale and retail grain and feed business, also handle hay and coal.—E. W. Hepler.

IDAHO

Montpelier, Idaho.—A branch office of the Idaho Grain Co. of Soda Springs has been opened here with O. H. Brown in charge.

Preston, Idaho.—Two workmen fell 14 feet from the roof of the warehouse being erected for the Preston Mlg. Co. receiving painful injuries.

Arco, Idaho.—The Inland Grain Co. of Ogden, Utah, a newly incorporated firm, has opened a branch office in this city with G. A. Browning, Jr., of Ogden, in charge.

Bellevue, Idaho.—R. E. Buchanan has leased the Bellevue Flour Mill and is now operating it with Frank Cammack of Moore in charge. The mill has been idle for a year.

Paul, Idaho.—The Globe Grain & Mlg. Co. of Ogden, Utah, has leased the warehouse here formerly used by the Adams Produce Co. The warehouse has been opened for business and the branch is specializing in wheat buying.

Malad, Idaho.—We are discontinuing our connection here as it proved to be unsatisfactory. We have rented a warehouse at Driggs which has about 5,000 bus. storage capacity. We are using the elvtr. of the Ririe Hardware & Implement Co. at Ririe.—Allred-Beckett Co., Salt Lake City, Utah.

ILLINOIS

Summit (Shenandoah p. o.), Ill.—Joseph A. Auracher's elvtr. which burned Sept. 8, is being rebuilt.

Morrison, Ill.—Plans are being made to increase the storage capacity of the Farmers Elvtr. Co.

Patton (Mt. Carmel p. o.), Ill.—The elvtr. of the Starckman, Stansfield & Schucker Co. burned Nov. 24.

Somonauk, Ill.—Edward Rompf, mgr. of the Farmers Elvtr. Co., died last month after a protracted illness.

Culver (Athens p. o.), Ill.—The erection of a warehouse is being planned by the Culver Farmers Elvtr. Co.

Robinson, Ill.—The plant of the Robinson Grain & Elvtr. Co. burned last month. Loss, \$25,000, partly insured.

Pearl, Ill.—The elvtr. of Donohoo Bros. burned recently at a loss of \$20,000. Insurance amounting to \$13,000 was carried.

St. Francisville, Ill.—The Farmers Elvtr. Co. has built an 18x36-foot feed room of concrete floor and frame construction.

Reily Lake, Ill.—The Ellis Grove Mlg. Co. of Ellis Grove, has completed a flour mill here. Henry Hahn will act as head miller.

Morris, Ill.—O. E. Collins is now pres. and W. H. Wilcox sec'y of this company. We are installing a new scarifier.—Morris Grain Co.

Hoopeston, Ill.—Fire starting in the cob and chaff house of the Illinois Lumber, Grain & Coal Co. damaged the plant to the extent of \$1,500, Nov. 22.

Windsor, Ill.—C. H. Sexson is now pres. of this company (recently purchased from J. H. Wallace), and Roscoe Hamilton is sec'y-treas.—Windsor Grain Co.

Walton, Ill.—I have taken over the management of the Walton Co-op. Co.—Oscar Berga.—Mr. Berga was formerly agt. for the Armour Grain Co. at Shabbona.

Kankakee, Ill.—An addition is being erected to the office and wareroom of the Kankakee Farmers Grain Co. and a truck dump scale and attrition mill is being installed.

Bloomington, Ill.—The capital stock of Harrison, Ward & Co. has been increased from \$150,000 to \$500,000. Two more directors have been elected to the board, making a total of nine directors.

Leo Rock, Gorham, Ill.—There is no grain elvtr. at Leo Rock (now Gorham). There is one at Jacob and Grimbsy (Gorham p. o.), as stated in the printed Illinois list. There is no L. H. Jones & Co. at this place.—H. Boulton, postmaster.

CHICAGO NOTES.

George Brunfleck, of Rogers, Mayfield & Co. was married a short time ago.

Thomas B. Phillips and Harold C. Copenhaver have been elected to membership in the Board of Trade.

Offices of the Sowers Grain Co. have been moved from the ninth to the sixth floor of the Postal Telegraph Bldg.

Joseph P. Griffin, pres. of the Board of Trade, and a man, who, for many years, has ranked high in Chicago business circles, is the center of a quiet mayoralty boom started in his behalf by Republican enthusiasts.

The firms of J. A. Rogers & Co. and Mayfield & Co. have been consolidated and will hereafter be operated under the name Rogers, Mayfield & Co., to deal in grain, stocks and bonds. Offices on Monroe street and in the Board of Trade will be maintained.

William L. Heptig was married to Miss Bess C. Sullivan, assistant state's attorney, Nov. 29. They are spending their honeymoon in Havana and Palm Beach.

About 650 boys and girls, members of the Junior Agriculture clubs who were prize winners at the National Hay & Grain Show at the stockyards, visited the Board of Trade Dec. 6. Thirty states were represented and a banquet was given by the Board.

The Board of Directors of the Board of Trade has ordered that the following changes in contract grades of wheat be posted for ballot: Premium on No. 1 dark winter is to be 1½ cents; No. 2 dark northern, ½ cent premium over the contract price. Western grades, Nos. 1 and 2 hard white, Nos. 1 and 2 soft white, Nos. 1 and 2 Western white and 1 and 2 Western red wheat and No. 3 red spring are to be eliminated.

Nearly 2,000 undernourished mothers and children have been made happy yearly due to the big-heartedness of members of the Board of Trade who are the main support of Camp Algonquin, situated on 25 acres of land along the Fox River. There these tenement children find happiness in clean living and playing, sunshine and fresh air. Members of the Board contributed \$11,419 in 1921 which has been used in the construction of a swimming pool, dining room, dormitory, day nursery, laundry, bath houses, ice house, hospital building and a store house. Besides the support of the Board members, liberal donations in breakfast foods, flour, syrup, bakery goods, hand and laundry soaps, washing powders and kitchen klenzers, etc., have been received, and for years the Chicago & Northwestern R. R. has furnished transportation free for the mothers and children from Chicago to Algonquin and back.

INDIANA

Frankfort, Ind.—Final petition of dissolution has been filed by the Vandalia Elvtr. Co.

Newberry, Ind.—The elvtr. of Joseph Hakes & Co. of Worthington burned Nov. 29. Insured.

Harrodsburg, Ind.—Some new machinery may be installed in the Harrodsburg mill.—R. B. Laughlin.

Westphalia, Ind.—P. H. Easton's elvtr. burned Dec. 4 at a loss of \$25,000. The plant contained 7,500 bus. of corn; \$7,500 was carried in insurance.

Colfax, Ind.—The Colfax Grain Co. has filed a preliminary petition of bankruptcy. The elvtr. was burned a year ago and business discontinued.

Washington, Ind.—Our new building is nearing completion.—Spink Mfg. Co.—The building is being erected to replace the mill that burned last April.

Marion, Ind.—The Scientific Mfg. Co. has incorporated for \$25,000 to do an elvtr. business. Charles R. Brunt and Harry and Zella Jones, directors.

Evansville, Ind.—Iglehart Bros. have increased their capital stock from \$100,000 to \$1,215,000, and have redeemed \$200,000 of preferred stock.

Evansville, Ind.—The Sunnyside Mfg. Co. has resumed operations after having been closed for five weeks undergoing repairs and the installation of new machinery.

Elwood, Ind.—A double motor-driven attrition mill has been installed in the plant of the Jay Grain Co. Carl Jessup recently purchased the controlling interest in this firm.

Mount Vernon, Ind.—The Sunlight Mfg. Co. has been incorporated for \$35,000 to deal in grain, flour and cereals. Directors: Charles T. Johnson, Edward E. Highman, John and Louis D. Keck.

Lapel, Ind.—The sum of \$10,000 is to be expended by the Lapel Lumber & Grain Co. on improvements to the plant which include a feed grinder and a change from steam power to electricity.

Dunkirk, Ind.—Since we bot the grain elvtr. of Shirley Bros., we have made extensive improvements. We have built new corn cribs, installed new machinery and remodeled the office.—Anderson & Morgan.

Greencastle, Ind.—Thieves last month forced an entrance into the office of the Big Four Mills, of which Daniel Besser is proprietor, but found nothing of value. Some important correspondence was destroyed.

Troy, Ind.—Peter Backer & Son, who operated an elvtr. here and a warehouse at Lamar, are reported out of business.

Evansville, Ind.—Suit brot against Iglehart Bros. by farmers involving the disposition of 12,000 bus. of wheat which was tied up when the Akin-Erskine Mfg. Co. failed, has been sent to the Posey county circuit court.

Mongo, Ind.—When I sold my elvtr. to C. C. Smith, I took a mortgage on it. That is the way I got it back, but I am not going back into the grain business because I cannot do any shipping. The St. Joseph Valley Railroad is up the flue. I can't buy grain here and truck it out; the cost would overrun the profit. I can maybe do a little seed business here and that is all.—William C. Hawk.

Indianapolis, Ind.—The following concerns have been elected to membership in the Indiana Grain Dealers Ass'n: Brown Grain Co., Shelby (Lowell p. o.); Ogle-Cook Grain Co., Hillisburg; Stoop Bros., V. abash; T. E. Samuel, Otterbein; New Lisbon Grain Co., New Lisbon; Yoder Grain Co., Yoder; Sims Co-op. Grain Co., Sims; E. B. Jamison, Lafayette; Welborn Grain Co., Princeton, all of Indiana.—Charles B. Riley, Sec'y.

Richmond, Ind.—The American Trust & Savings Bank has been appointed temporary receiver of the Farmers National Grain Ass'n, against whom creditors have filed a petition of bankruptcy. Liabilities are listed at \$60,000 and assets at \$30,000. A few days previous to the appointment of the receiver, E. C. Price, pres. of the firm, filed suit for \$29,000 against it, claiming that this amount was due him for money advanced in conducting its business.

IOWA

Garner, Ia.—The plant of the Farmers Elvtr. Co. has been remodeled.

Fort Dodge, Ia.—The Quaker Oats Co. is planning to reopen its plant at this point.

Carroll, Ia.—J. F. Anderson is the new mgr. of the Farmers Elvtr. Co. L. D. Chambers was mgr.

Truesdale, Ia.—M. H. Spurgeon of Correctionville bot the elvtr. of the defunct Wilson Grain Co. for \$10,000.

Ashton, Ia.—A. Umholfer, mgr. of the Farmers Elvtr. Co., is recovering from an operation for appendicitis.

Diagonal, Ia.—G. E. Prentis has sold his elvtr. to Carson Williams and Lee Lightner, who have already taken possession.

Villisca, Ia.—Frank Pierson's 20,000-bu. elvtr. has been completed. The Younglove Construction Co. had the contract.

Jamaica, Ia.—Garland & Towne have changed the distribution of their house. The Newell Construction Co. did the work.

Bagley, Ia.—A. T. Mylchreest was elected pres. and temporary mgr. of the Farmers Elvtr. Co. at the annual meeting recently.

Whitten, Ia.—The elvtr. of the Farmers Co-op. Co. has been repaired and improved by the Newell Construction & Machinery Co.

Mechanicsville, Ia.—The Jurgenson Grain Co. has installed a motor. The work was done by the Newell Construction & Machinery Co.

Coggon, Ia.—A carloading device has been installed in A. W. Savage's elvtr. The Newell Construction & Machinery Co. did the work.

Buckingham, Ia.—Vance Thompson is acting as temporary mgr. of the Farmers Elvtr. Co. during the absence of O. W. Minus, who is ill.

Randolph, Ia.—Work has been started on the new elvtr. of the Farmers Elvtr. Co. for which the Younglove Construction Co. has the contract.

Ardale, Ia.—B. G. Sniffins is now mgr. of the Farmers Elvtr. Co., having been promoted from the position of second man. E. E. Thompson was mgr.

Scranton, Ia.—Contract for the erection of a 15,000-bu. storage annex for the Farmers Elvtr. Co. has been awarded to the Younglove Construction Co.

Sheldon, Ia.—C. L. Johns has resigned as mgr. of the Trans-Mississippi Grain Co. and will hereafter be in charge of the Farmers Elvtr. Co. at Bricelyn, Minn.

Gifford, Ia.—An elvtr. leg with drive and wagon scales were installed in H. C. Moore's elvtr. Other improvements were made. The Newell Construction & Machinery Co. did the work.

Olin, Ia.—An electric drive has been installed in the feed department of the Olin Lumber & Grain Co. Contract was awarded to the Newell Construction & Machinery Co.

Storm Lake, Ia.—George French, who was formerly connected with the Gardiner B. Van Ness Co. at their Cherokee office, has bot an elvtr. here which he will operate.

Fairfield, Ia.—The Farmers Union Coal Co. has been incorporated for \$10,000 by J. A. Stucker and Ross Anderson who will deal in grain, hay, seeds, farm products, coal and fuel.

Mt. Vernon, Ia.—D. E. Hedges & Son have installed a scalping shoe and made a number of changes in transmission. Contract was awarded to the Newell Construction & Machinery Co.

Atkins, Ia.—The plant of the Atkins Grain Co. has been equipped with motors and will hereafter be electrically operated. Contract for the work was awarded to the Newell Construction & Machinery Co.

Tama, Ia.—Two horses fell into a pit at the elvtr. of the Farmers Co-op. Co. when they were driven on to the dump and it gave way. It is thought the dump was unlocked. The horses were bruised but not seriously injured.

Sioux City, Ia.—Monte Kammer will have charge of the offices here of the Quinn-Shepherdson Co. He was recently located at Sioux Falls, S. D., with the McCaull-Dinsmore Co., whose offices have been closed.

Beloit (Canton, S. D., p. o.), Ia.—James Carpenter's elvtr., which burned recently, will not be rebuilt. It had not been in use for a number of years. We just bot the A. H. Betts elvtrs. at Hull and Rock Valley.—Hunting Elvtr. Co.

Galt, Ia.—We are operating the elvtr. formerly owned by the Burt Grain Co. which is operating the elvtr. that was formerly operated by the Bowles-Kessler Grain Co., making two dealers at this station.—W. F. Maywald, mgr. Galt Co-op. Grain Co.

Stanhope, Ia.—F. I. Erickson, formerly second man here (and not mgr., as reported), has taken a position with the Farmers Elvtr. Co. at Shipley, and Robert Rice has taken his place as second man.—H. R. Alcorn, mgr. Farmers Elvtr. Co.

Sioux City, Ia.—The sum of \$75,000 will be expended on improvements to the Mystic Mfg. Co. owned by the International Mfg. Co. The flour output will be increased from 1,100 bbls. to 1,700 bbls. daily, and the grain storage will be increased to 525,000 bus.

Ashton, Ia.—The Farmers Elvtr. Co. has completed putting in an entire new concrete foundation and has straightened up its posted house, put in a new elvtr. leg and rebuilt the second elvtr. and made a number of other improvements of the plant. The Newell Construction & Machinery Co. had the contract.

Sanborn, Ia.—John H. Cannon, formerly in the grain brokerage business here, died last month in Davenport after a brief illness. Mr. Cannon, who was 75 years old at the time of his death and had resided in Davenport since his retirement from the grain business, is survived by his widow, three sons and four daughters.

Roland, Ia.—The Farmers Co-op. Co. has leased an old elvtr. to O. M. Anenson, who formerly owned and operated the plant. Due to the car shortage, there is an over-supply of grain on hand and the old elvtr. has been repaired for the accommodation of farmers who wished to store their grain. Mr. Anenson purchased this grain at market price.

Hartley, Ia.—On Nov. 27, I took possession of the John Kloppenburg and the H. T. Broders elvtrs. I am operating the Kloppenburg elvtr. and will use the Broders elvtr. for storage. I was formerly in the grain business at Calumet.—E. Mann.—Other reports state that Mr. Mann plans to do some remodeling in the spring. John Kloppenburg is retiring from business.

Williamsburg, Ia.—Harris & Son are building a seed, feed and grain cleaning addition to their elvtr. with sheller and cleaner. A Barnard & Leas Corn Sheller and Cleaner and corn crusher will be installed. The plant will be electrically operated. The new addition has an entire basement and work floor beneath the twelve overhead hopper bins and the plant is to be covered with galvanized iron siding. With this new addition, the handling facilities can be increased. The Newell Construction & Machinery Co. has the contract.

Hawkeye, Ia.—H. O. Holley has resigned his position here as reported to go into business for himself on a partnership basis with Gilchrist & Co. at Bristow. T. A. Pfund of Yetter is the new mgr.—Farmers Elvtr. Co.

Wayland, Ia.—The Wayland & Coppock Farmers Elvtr. Co. has awarded contract to the Newell Construction & Machinery Co. for the wrecking of its present elvtr. and sheds and the erection of a 20,000-bu. elvtr. with twelve hopper bins, seed cleaning and handling addition to one side of the main elvtr. building and a feed warehouse to the other side of the building. The plant will be covered with galvanized iron siding. The equipment will include elvtr. legs, automatic scales, manlift, Newell Wagon and Electrically Driven Auto Truck Dump, No. 16 clipper seed cleaner with elvtr. legs and sacking spouts. The elvtr. is designed to take care of the retail trade as well as carload shipments.

KANSAS

Lenora, Kan.—I am not buying grain at the present time.—W. L. Turner.

Yoder, Kan.—An elvtr. is being built for the Red Star Mfg. Co. of Wichita by the Star Engineering Co.

Bridgeport, Kan.—J. H. Cannon of Garnett has purchased the roller mills here and will overhaul the machinery.

Fredonia, Kan.—An addition is being erected to the building of the H. W. Smith Hay & Grain Co. A feed department will be added to the business.

Wichita, Kan.—Harry Graham, Jr. of the Southern Grain Co. has been elected to membership in the Board of Trade on a transfer from J. W. Gerhardt.

Atchison, Kan.—J. G. Syphers is in charge of the local mlg. plant of the Pillsbury Flour Mills Co., recently completed. R. B. Bullock is superintendent of the mills.

Ulysses, Kan.—A. Campbell of Macksville and I are building an elvtr. here and are going into the grain business under the name of the McClure Grain Co.—A. L. McClure.

Doster (Caldwell p. o.), Kan.—We have purchased the elvtr. of the New Era Mlg. Co. We expect to rebuild it and equip it and make an up-to-date elvtr.—A. J. Moore Grain Co.

Gardner, Kan.—L. M. Blacker, who recently purchased Miss Edith L. Ward's elvtr., is giving the plant a general overhauling. A new cleaner and hopper scales have been installed.

Redwing, Kan.—The Farmers Union was unable to pay its debts so we took it over as they had quite a sum borrowed to the company. The elvtr. was not sold at auction.—Bartz & Meyers.

Wichita, Kan.—The engagement of Miss Katherine Cochrell, daughter of M. C. Cochrell, agt. for the Santa Fe railroad here, to John E. Carroll of the Carroll Grain Co. has been announced.

Larned, Kan.—Plans are being made to revive the Associated Mill & Elvtr. Co. project and complete the terminal elvtr. on which construction had ceased about the time the firm went into the hands of the receiver some time ago.

Shady Bend, Kan.—My elvtr. fire was caused by passing freight train. Loss on the building is \$10,000. There were 20,700 bus. of grain in elvtr., insured for \$20,000; insurance on elvtr., \$5,000. We will rebuild a 20,000-bu. concrete elvtr. I still have a 6,000-bu. elvtr. with mill. I am only a buyer here.—Shady Bend Mill, Ben L. Yoke.

Wichita, Kan.—This company succeeded the J. W. Craig Grain Co. on Nov. 1, as reported. I have managed the J. W. Craig Co. for the past three years and took it over personally, changing the name to the Bedell Elvtr. Co. I also took over the 50,000-bu. elvtr. here, which will be operated the same as before.—Bedell Elvtr. Co., by O. E. Bedell, mgr.

Wichita, Kan.—Application for a new charter has been filed by the Board of Trade which recently celebrated its 20th anniversary. Incorporators are: E. Beyer, pres., George Koch, vice-pres., E. M. Kelly, treas. and R. B. Waltermire, sec'y; O. E. Bedell, J. H. Moore, P. J. Mathews, L. H. Powell, S. P. Wallingford, C. A. Baldwin, A. S. Barr and Roger Ford, directors. The Board was organized by 14 members; it now has 47, and memberships which sold at \$25 are now selling as high as \$350.

Wichita, Kan.—Horner & Wyatt, mill and elvtr. engineers of Kansas City, are reported as having filed suit against the Victory Mill & Elvtr. Co. of this city, alleging that plans and specifications for a \$300,000 terminal elvtr. have not been paid for as agreed by contract.

KENTUCKY

Corydon, Ky.—Hadley & Sparks are planning to establish a grist mill.

Bowling Green, Ky.—One side of the mill building of the Bowling Green Mlg. Co., also operator of a 60,000-bu. elvtr., was blown out Nov. 29 when an elbow of an iron pipe from the boiler collapsed. The boiler contained 105 pounds of steam which made its exit thru the wall. No one was injured and the damage has been repaired.

Jett, Ky.—Since J. R. Shaw & Co. have operated a grain and coal business here for over 35 years, it is with reluctance that I, the only one left to operate the business, must allow it to pass out of existence. On Nov. 28 it was transferred to and will be operated under the firm name of W. J. Haydon & Son as a grain, seeds and coal business.—Stella Shaw of J. R. Shaw & Co.

LOUISIANA

New Orleans, La.—The Dock Board has awarded contracts for the Public Grain Elvtr. sacking plant to the St. Louis Structural Steel Co. on a bid of \$43,065. Work will be started at this time, and the plant is expected to be completed in about four months.

New Orleans, La.—The Chalmette Elvtr. owned by the Southern Railway Co. was damaged by fire Dec. 3, and 1,000 feet of wharf destroyed. Loss is estimated at \$150,000. The elvtr. was not in operation and no grain was stored. The fire is believed to have started from a watchman's careless smoking.

MARYLAND

Baltimore, Md.—The following firms have gone out of business: W. R. Wilmer & Co., Clarence A. Euler & Co. and Frame, Knight & Co.

Baltimore, Md.—George S. Jackson will represent the Chamber of Commerce at the second congress of the International Chamber of Commerce which is to be held at Rome, Italy, March 18-24, 1923.

Washington, D. C.—The Wilkins-Rogers Mlg. Co. is rebuilding its mill, contract for which was awarded in September to the Spencer Construction Co. The new plant, which will replace the one burned, will have a capacity of 400 bbls. and will include 25,000 bus. grain storage in addition to the 60,000 bus. which withstood the fire. Feed manufacturing equipment will also be installed.

MICHIGAN

Greenville, Mich.—Mail addressed to the Gleaner Clearing House Ass'n is returned by the post office.

Romeo, Mich.—George Knust has taken the mill and elvtr. of the Romeo Farm Bureau as reported. John P. Wolcott will manage the affairs for the time being.—Knust Mlg. & Elvtr. Co.

Lansing, Mich.—Since July 1 we have added materially to our line of elvtrs. This gives us a greatly increased volume of grain to offer. In order to handle this increased business to the best advantage, we have reopened our grain jobbing department, Messrs. Marshall & Myers, formerly of Jackson, being in charge of the department.—Chatterton & Son.

Caledonia, Mich.—We expect to build a 20,000-bu. elvtr. in the spring. We are now adding 500-bbl. flour storage capacity to our mill here and making several improvements in the mill at the present time. It will depend upon local conditions whether we will build the elvtr. in connection with our mill or not. We are rebuilding an unused engine and boiler room to double our warehouse space. We will use the added warehouse space as storage room for prepared feeds and for handling beans and seeds. We are installing a small cleaner to handle beans and seeds in that warehouse. We have also added coal to our business at Caledonia. We are equipping our Middleville elvtr. to take in corn from cars.—R. T. French & Sons, Caledonia and Middleville.

Grand Rapids, Mich.—This firm has recently been incorporated as reported and purchased the interests of L. Fred Peabody and John A. Becker, doing business as the Grand Rapids Grain & Mlg. Co., a co-partnership. The officers of the new organization are Clyde Scherpness, pres. and treas., Thomas J. Van Buuren, vice-pres., and George W. Tibbet, sec'y.—Grand Rapids Grain & Mlg. Co., Inc., C. Scherpness, mgr.

MINNESOTA

Marietta, Minn.—N. D. and Karl Kjelmeyer are the new owners of the Security Elvtr. Co.

New Ulm, Minn.—Aug. Dahl has resigned as sec'y-treas. of the New Ulm Roller Mills Co.

Minneka, Minn.—Schmidt & Peltz of Rollingstone will operate the Farmers Elvtr. Co. with Edward Fitzgerald in charge.

Slayton, Minn.—Martin Berg has bot a half interest in the Slayton Roller Mills from N. H. Lanertz and the firm name will be Lanertz & Berg.

Brice, Minn.—C. L. Johns is the new mgr. of the Farmers Elvtr. Co. here, having severed his connection with the Trans-Mississippi Grain Co. of Sheldon, Ia.

Litchfield, Minn.—Elmer Evenson has resigned as mgr. of the Independent Farmers Elvtr. Co. and Henry Hendrickson of Belgrade has been appointed to succeed him. Mr. Evenson has been with the firm since the elvtr. was erected.

Cambridge, Minn.—We are not operating under the name of Allen Mlg. Co. as reported. We have leased the Nelson & Co. elvtr. here and have been operating since Aug. 1, handling grain in carlots. The Allen Mlg. Co. was formerly the Cambridge Mlg. Co.—Cambridge Co-op. Produce Co., R. T. Moody.

Wells, Minn.—Fire originating from lightning struck into cupola setting fire to our electric motor in cupola, then followed the wires down into the office and set fire in office where the meters were located. By the efficient work of our fire department, these fires were extinguished with half of the cupola burned and the office completely destroyed. There were 20,000 bus. of grain in the house which were damaged by water only. All fully covered by insurance.—Wells Farmers Elvtr. Co., Val C. Meyer, mgr.

MINNEAPOLIS LETTER.

The Albert Lea Co. has been incorporated for \$400,000 by Wm. Fulton, Walter G. Hudson and Paul W. Marshall.

Charles S. Fellows, grain dealer, was struck and killed by an automobile recently. Mr. Fellows had just resigned as vice-pres. of the Twin City Trading Co. and was formerly associated with the Albert Dickinson Seed Co.

MISSOURI

Elmer, Mo.—I. H. Grubbs has succeeded Grubbs Bros.

Amoret, Mo.—G. Walker has succeeded W. E. Caldwell as mgr. of the Farmers Elvtr. Co.

St. Joseph, Mo.—A. R. Miller has again become connected with the Gordon Grain Co.

Sparta, Mo.—A. M. Kawks has completed a new elvtr.—Gardner Mill Co., Riverdale, Mo.

Marble Hill, Mo.—A flour mill to cost \$40,000 is being erected for the Twin City Mercantile Co.

Hale, Mo.—A 15-h. p. motor will be installed in the plant of the Hale Mlg. Co., operated by Plummer & Clute.

Shelbina, Mo.—The business of the Shelbina Mlg. Co. will hereafter be conducted by R. B. Lambert, of Brookfield.

Conway, Mo.—The Conway Roller Mills and the feed mill at this place are now owned by Jacob Keller of Long Lane.

Bunceton, Mo.—I resigned as mgr. of the Bunceton Farmers Elvtr. Co. but am back on the job again.—W. R. Wilson.

Osborne, Mo.—The Farmers Elvtr. Co. and the Livestock Shipping Ass'n will hereafter be operated under one management.

Ozark, Mo.—Hawkins Bros. have completed a mill and elvtr. and are putting in new machinery.—Gardner Mill Co., Riverdale.

Independence, Mo.—The Waggoner-Gates Mlg. Co. is erecting a 2-story building, the first floor of which will be equipped with shower baths and lockers for the men employees. The second floor will be used as a cereal laboratory.

Urbana, Mo.—Plans are being made to rebuild Frank Reser's flour mill which burned recently. About \$10,000 worth of grain was destroyed.

Salisbury, Mo.—The Farmers Elevator Co. is planning to erect a \$19,000 elevator to replace the one that burned. A feed grinding mill will also be installed.

Sullivan, Mo.—The Farmers Co-op. Ass'n is a newly organized firm here with a capital stock of \$20,000. It will conduct an agricultural and mercantile business.

Lathrop, Mo.—S. W. Shoemaker of Brownington is the new owner of the Lathrop Elevator. He has already taken possession and operation will commence some time this month.

Centertown, Mo.—The Lathrop Grain Co. of Kansas City has brought suit against the Mahan Mfg. Co. for \$437.34, the difference in market value on wheat which was purchased and never taken.

Hargrave, Mo.—An elevator for M. T. Moran, equipped with 10-h.p. engine, truck dump, 4-bu. Richardson Automatic Scale, non-chokable leg, has just been completed by the Star Engineering Co.

Windsor, Mo.—The Petty Grain Co. has let contract to the Star Engineering Co. for a modern 10,000-bu. elevator and feed plant, to be equipped with a 20-h.p. motor, combination sheller and boot, cleaning and chop leg, gyrating cleaner in cupola, cracked corn grader and meal bolter and a Eureka Batch Feed Mixer.

St. Louis, Mo.—W. E. Snow, one of the largest stockholders of the Ralston Purina Food Co., died Dec. 5 of heart trouble at the age of 58 years. Mr. Snow had been ill for several weeks. He was formerly vice-pres. of the company but of later years acted in an advisory capacity. He made his home in Atlanta Ga.

St. Louis, Mo.—Sixteen certificates of membership in the Merchants Exchange were presented to the Board of Directors for purchase and cancellation at \$350 each. Dues for 1922 must be paid on these memberships. It was announced by the Board of Directors that twenty memberships would be taken up this way during 1922.

KANSAS CITY LETTER.

F. O. Zimmerman has become connected with Goffe & Carkener.

Board of Trade members and their employees contributed \$14,538.90 to the annual charity drive recently.

The Kansas City Grain Club held its meeting Dec. 7 in the Kansas City Club rooms. An interesting program was given.

E. D. Bigelow, sec'y of the Board of Trade, celebrated his 84th birthday Dec. 5. He has been sec'y of the Board 26 years.

D. F. Piazsek, formerly second vice-pres. of the U. S. Grain Corporation, is now in charge of the Kansas City Mfg. Co. J. B. Nicholson, who was general mgr. of the company, is now with the Kansas Flour Mills Co.

The proposed amendment to the Board of Trade rules which would permit a receiver with grain enroute to Kansas City to accept a country bid of another member for a similar grade and apply the incoming shipment in filing the contract, was defeated by a vote of 58 against 53.

Directors of the Board of Trade adopted a resolution to expunge from the "to arrive" regulations the section permitting grain on track at Kansas City to be sold and delivered on "to arrive" bids, at any time, except in cases where the bid "to arrive" limits the time of shipment to a date at least ten days in advance of date of bid.

MONTANA

Hardin, Mont.—J. H. Jessor of Melstone and C. A. Wolcott of this city have purchased the elevator of the Northern Grain & Warehouse Co.

Stevensville, Mont.—Our flour mill is completed and doing a nice business. We are contemplating the installation of a complete line of cereal weighing and carton filling machinery for our Pep-O-Wheat cereal which we have recently introduced and put on the market.—Stevensville Flour Mill Co., H. H. Duncan, mgr.

NEBRASKA

McCook, Neb.—E. J. Price has opened a grain office.

Holdrege, Neb.—The Updike Grain Co. will close its office here.

Hastings, Neb.—I am out of the grain business at this time.—G. L. Fisher, Fisher Grain Co.

Hastings, Neb.—The wire business and office here of the Updike Grain Co. has been discontinued.

Hastings, Neb.—The Farmers Grain & Supply Co. has incorporated for \$50,000. Stephen Swigle is pres.

Clatonia, Neb.—The warehouse of the Farmers Elevator Co. was slightly damaged by fire a short time ago.

Holstein, Neb.—The Nebraska-Iowa Grain Co. has closed its plant until the new crop next year.—G. L. Fisher, Fisher Grain Co.

Wood River, Neb.—The plant of the T. B. Hord Grain Co. of which J. E. Bridger is mgr. burned recently at a loss of \$10,000.

Valentine, Neb.—Work on the new elevator, being erected for the Farmers Union Co-op. Ass'n is nearing completion. Machinery is yet to be installed, including a 7 and 5-h.p. motor.

Bloomfield, Neb.—The McCaull-Webster Elevator Co. is closing its elevator here on account light business. I am still storing grain in my elevator, warehouse law or no warehouse law.—H. F. Cunningham.

Crowell, Neb.—Relative to the report that Mr. Hollander took over the elevator of the Nye-Schneider-Jenks Co. here, he did not, nor does he, to my knowledge, own an elevator or have anything to do with one at any other place.—R. W. Himebaugh.

Omaha, Neb.—E. J. Martin, who has been representing the J. Rosenbaum Grain Co. in this city for a year and a half, has been appointed mgr. of the company's terminal elevator at Norfolk, Va. Members of the Omaha Grain Exchange presented Mr. Martin with a handsome traveling bag.

Reynolds, Neb.—I have not as yet installed a feed mill as planned. I am waiting for a transmission line that will be built to this town by January, 1923. I am planning on building a 5,000-bu. annex on each side of my present 14,000-bu. house as soon as another wheat crop is assured.—L. L. Beachler.

Kearney, Neb.—The J. P. Gibbons Grain Co. has let contract for a 50,000 bus. reinforced concrete elevator. 36x36—130 ft. high, so placed between the tracks of the C. B. & Q. R. R. and the Union Pacific R. R. that additional storage tanks can be built as needed. The working house will contain one 5,000-bu. leg for lofting grain from receiving pit in track shed and one 2,500-bu. leg for lofting grain from double wagon dump in driveway. The house will contain 18 storage bins and be equipped with a large hopper scale, two manlifts, two double power shovels, car puller, one corn cracking roll, one corn grader, a Richardson Sacking Scale, a bag sewer, a bag chute for loading sacked feed direct into cars of either road, two steel car loading spouts constructed so that bulk grain can also be spouted direct to cars on the tracks of the C. B. & Q. R. R. on one side and the Union Pacific on the other side. The six motors provided to operate the plant will range from 5 to 25 h. p. The house has been designed and will be erected by the Burrell Engineering & Construction Co. The Gibbons Grain Co. plans to erect a large electrical generating plant nearby.

NEW ENGLAND

Waterville, Me.—We are rebuilding our main building which was damaged by fire Aug. 16. The usual outfit for the milling of corn will be installed by Sprout, Waldron & Co. We expect to have it completed by Jan. 15, 1923.—Merrill & Mayo Co.

Gardiner, Me.—The 50,000-bu. elevator, being erected for the Gray-Hildreth Co. is expected to be the largest and most modern in the state outside of the Grand Trunk elevator at Portland. The elevator is 100 feet high, and will have facilities for weighing 22 bus. a minute.

NEW MEXICO

Grady, N. M.—The plant of the G. T. Hale Mill & Elevator Co. burned a short time ago, at a loss of \$7,000.

NEW YORK

Savannah, N. Y.—Homer Judson's mill burned last month.

Troy, N. Y.—Plans are being made for the erection of a state grain elevator in this city.

Protection, N. Y.—The mill of Glaser Bros. was damaged by fire the latter part of November.

New York, N. Y.—We have added an export department to our firm, as planned. Robert B. Gentles is in charge of same.—M. B. Jones & Co., Inc.

New York, N. Y.—P. J. McCullough, formerly with the Fearon, Brown Co., is now connected with L. & E. Frankel, Inc., representing them on the floor of the Produce Exchange.

Buffalo, N. Y.—A new office is being erected for the Moffatt Flour Mills in connection with the plant which the company recently acquired. New equipment is being installed and the plant will commence operations the first of the year.

Buffalo, N. Y.—Contract for the erection of 1,500,000 bus. additional storage for the Superior Elevator Co. has been awarded. The addition is expected to be completed in the spring and will give the plant an entire capacity of 2,500,000 bus.

Yonkers, N. Y.—Property which was once the site of the Deyo Grain Elevator was sold last month to James V. Lawrence of Lawrence Bros., a building material firm, for a reported price of \$87,000. The elevator, which had been idle for many years, and was one of the landmarks on the waterfront, was taken down about two years ago.

NORTH DAKOTA

Langdon, N. D.—The plant of the Midland Mill has been closed for repairs.

Fryburg, N. D.—Joseph Cheadle of Zenith is the new mgr. of the Farmers Elevator Co.

Gilby, N. D.—The Monarch Elevator that burned down was the same as the Duluth Elevator Co. They have an old house here they are using.—Ed. Haugh, agt.

Portland, N. D.—David Sparrow is mgr. of this firm as reported. C. A. Dahl was mgr. up to Aug. 1. He went to Amerador, N. D., to buy for an independent house there. Mr. Sparrow bot five years for the Cargill Elevator Co. here before taking this position.—Portland Co-op. Elevator Co.

Norway (Oakes p. o.), N. D.—W. L. Griffith, mgr. of the Farmers Elevator Co., suffered the loss of all the fingers on his left hand while he was grinding feed. Insurance was held in the Workmen's Compensation Bureau, but Mr. Griffith finds he can not collect because the application was not properly made out.

Blabon, N. D.—Our elevator was struck by lightning as reported. The new elevator is now running, capacity 30,000 bus., 15 bins, 22-foot scale, dump, 15-h.p. engine, 1 leg and scales. We built from the elevator that was wrecked at Hatton.—H. A. Burner, agt. Monarch Elevator Co.—The St. Anthony & Dakota elevator has been remodeled this fall. F. W. Williams, formerly agt. of the company here, is now farming at Karnak. The writer, formerly of Cooperstown is now mgr.—Martin Loge.—The B. C. Crangle elevator is now owned by the International Elevator Co. and Mr. Leglar, who was the agt., is not in charge.—G. E. Rye.

OHIO

Fayette, O.—The Fayette Elevator Co. has gone out of business.—Farmers State Bank.

Archbold, O.—The business of the Archbold Mfg. & Elevator Co. has been discontinued and plans are being made to dissolve the corporation.

West Milton, O.—We were obliged to give up the elevator business on account of the abandonment of the D. T. & C. Railway.—Falknor-Furnas Co.

Shelby, O.—Machinery is being installed in a 6-story building to be ready for the Whole Wheat Co. by January. The Whole Wheat Co. operates an elevator here.

Delphos, O.—F. B. Schmelzer has leased the Hessian elevator from Judge John F. Lindemann, trustee in bankruptcy for Samuel Hessian. The elevator will be operated under the name F. B. Schmelzer & Son.

Toledo, O.—A. J. McCoy operated an office here for us jointly with a Kansas City firm (the Wyandotte Elevator Co.), but this office has been closed and at present Mr. McCoy is not connected in any way with this company.—Van Dusen Harrington Co., Minneapolis, Minn.

Circleville, O.—The Soyco Mlg. Co. of this city and Greenville is the new owner of the elvtr. and flour mill of H. M. Crites, having purchased the property for \$300,000. Possession will be taken the first of the year.

Hardin (Sidney p. o.), O.—The activity of the scooper without any facilities for storing or handling grain reminds us that the only regular dealer having facilities to handle grain at this station is the Hardin Grain & Supply Co. Its 12,000-bu. elvtr. is located on the Big 4 R. R.

West Jefferson, O.—Howard Sidner has purchased David Swisher's interest in the firm of Swisher, Weber & Co. which will hereafter be operated under the name West Jefferson Elvtr. Co. The firm has been incorporated for \$30,000 by W. H. and Eva B. Sidner, Gladys and F. P. Weber and W. H. Headley.

OKLAHOMA

Hopetown, Okla.—The plant of the Farmers Co-op. Elvtr. Co. is now operated under the management of A. C. Emberson.

Guymon, Okla.—Byrd Rogers of the Rogers Grain Co. fell twenty feet into an empty grain pit recently, but was not seriously injured.

Guymon, Okla.—The elvtr. of the Equity Exchange Elvtr. Co. and a box car of the Light Grain & Mill Co. were damaged by a gale last month.

Oklahoma City, Okla.—Charles W. Friss has sold his interest in the Jackson-Friss Grain Co. to Paul T. Jackson. The business will hereafter be conducted under the name Paul T. Jackson, Inc.

OREGON

Portland, Ore.—O. I. Kettenback has resigned his position as vice-pres. of the Portland Flouring Mills Co.

Portland, Ore.—Frank McDevitt, deputy state grain inspector for Oregon, fell dead last month as he was walking home from work. Death was due to heart disease. Mr. McDevitt was 63 years of age.

Portland, Ore.—J. F. O'Bryant, who is head of the Portland Grain Co., has disposed of all his eastern Oregon grain interests which include six warehouses and all his stock in the Marshall Grain Co., formerly known as the O'Bryant Grain Co., at Baker.

PENNSYLVANIA

Pulaski, Pa.—The mill of the McConnell Mlg Co. burned last month.

Rheems, Pa.—D. G. Brinser's feed and grain warehouse is now owned by J. L. Heisey & Sons.

Philadelphia, Pa.—S. F. Scattergood, 2nd, has applied for membership in the Commercial Exchange.

Chambersburg, Pa.—A 56x30-foot addition is being erected to the plant of the Lakeview Mlg. Co. to be used for packing and storage and office.

Philadelphia, Pa.—The Quaker City Flour Mills are increasing the receiving capacity of their elvtr. to 5,000 bus. hourly by the installation of new legs and motors. The Spencer Construction Co. has the contract.

Newville, Pa.—The Newville Warehouse Co. has just completed a 17,000-bu. cribbed, iron-clad elvtr. Provision was made for installing feed grinding equipment at a later date. The Spencer Construction Co. had the contract.

Youngsville, Pa.—An oil engine was recently installed in the plant of the Youngsville Mlg. Co. Refusal of the local gas company to furnish fuel for the gas engine in times of shortage during cold weather made this action necessary.

Philadelphia, Pa.—Fred L. Lemont, a grain and feed dealer, and formerly a member of the Commercial Exchange, died recently of heart failure at the age of 56 years. His widow and two sons survive him. His son, Bertram, will continue the business.

SOUTH DAKOTA

Chancellor, S. D.—Herman Highstreet has installed a cooler and cleaner.

Junius, S. D.—E. N. Morgan has resigned as mgr. of an elvtr. at Canova and will hereafter be in charge of the Aus Elvtr. here.

Tripp, S. D.—The Hirsch Grain Co. has purchased a cooler and cleaner.

Glencross, S. D.—George McCabe's 25,000-bu. elvtr. burst a short time ago. This was erroneously reported under North Dakota.

Burbank, S. D.—The Western Terminal Elvtr. Co. is having a 10,000-bu. storage annex erected to its plant by the Younglove Construction Co.

Lennox, S. D.—Gust Aulwes has installed a truck dump and installed a Mammoth Cooler and Cleaner, capacity 1,000 bus. per hour.—Freeman Mlg. Co.

Vermillion, S. D.—A 20,000-bu. elvtr. is being completed for the J. J. Mullaney Grain Co. to replace the plant that burned in October. The Younglove Construction Co. had the contract.

Sioux Falls, S. D.—Members of the Grain Exchange gave a banquet in honor of Monte Kammer, local mgr. of the McCaull-Dinsmore Commission Co. Offices here are being closed and Mr. Kammer is taking charge of the offices of the Quinn-Shepherdson Co. at Sioux City, Ia.

Morristown, S. D.—We have built a 30,000-bu. cribbed elvtr. which was completed Dec. 1. It is equipped with a 10-h.p. engine, Fairbanks 10-ton scale, single leg. It is built on the site of the Morristown Equity Exchange whose house burned over a year ago.—W. G. Lee & Co.

SOUTHEAST

Richmond, Va.—The Phillips-Patterson Co. and the Overman-Williamson Co. are out of business.

Richmond, Va.—The elvtr. of the C. & O. Railroad was torn down about two months ago. The city had condemned it.

Norfolk, Va.—A new market building, providing space for more than 100 merchants, has been completed for J. H. Cofer, of J. H. Cofer & Co., feed brokers.

Norfolk, Va.—E. J. Martin has been appointed mgr. of the terminal elvtr. of the J. Rosenbaum Grain Co. He is being transferred from Omaha where he has been located for a year and a half.

Front Royal, Va.—Fire causing an explosion last month destroyed the flour mill of C. C. Proctor and the Marshall Flour Mill, together with several other buildings, at a loss of \$200,000.

Macon, Ga.—Pitner, Beusse & Morgan was dissolved by mutual consent, as reported. The old territory is being handled by the writer of the old firm; working the same trade and handling the same line of accounts.—D. C. Morgan.

TENNESSEE

Chattanooga, Tenn.—Charles F. Hood, grain and feed dealer, has purchased the Lee & Gordon mill here.

Memphis, Tenn.—Denyven & Co. have moved from the office on Front street and are now located in the Exchange Bldg.

Memphis, Tenn.—George Read of W. H. Brown & Co. and a member of the Merchants Exchange, died Nov. 29 after a paralytic stroke.

TEXAS

Corpus Christi, Tex.—Frank Kell of Wichita Falls is planning to build an elvtr. here.

Hillsboro, Tex.—The Hillsboro Grain Co. has been incorporated for \$3,200 by M. B. Hill, J. T. Meredith and D. R. Walls.

Lampasas, Tex.—We enlarged our warehouse and have now storage for about 50,000 bus. sacked grain.—Stokes Bros. & Co.

Holliday, Tex.—The elvtr. of the Wichita Mill & Elvtr. Co. of Wichita Falls, containing 1,100 bus. of wheat burned Nov. 26. The fire started from locomotive sparks.

Whitewright, Tex.—J. D. Samuel of McKinney is the new owner of the Kimbell Flour Mill. Kay Kimbell will operate the plant until next July, when Mr. Samuel will assume possession.

Houston, Tex.—Taxpayers of Houston and Harris county will vote on \$4,000,000 in port improvement bonds at the city democratic primary election Dec. 30. A grain elvtr., conveyor and a number of wharves will be erected.

Fort Worth, Tex.—The following have been elected to membership in the Grain & Cotton Exchange: Farmers Grain Co., Plainview; Farmers Elvtr. Co., Electra; J. D. Garner, Lamesa, and the Rotan Produce Co., Rotan, Tex., and Blouin & Ostheimer, Raceland, La.

UTAH

Ogden, Utah.—The Inland Grain Co. incorporated for \$50,000.

Cedar City, Utah.—D. E. Hughes has taken over a mill at this place.

Ogden, Utah.—Plans are being made to erect another unit to the plant of the Globe Grain & Mlg. Co. of which E. R. Alton is mgr. Work is expected to start in the early spring.

Ogden, Utah.—Details for transferring the property of the Holley Mlg. Co. to the Hylton Mlg. Co. have been completed, the transaction involving a consideration of \$500,000. Officers of the new company are: J. J. Hylton, pres. and director; A. P. Bigelow, treas. and director; Warner Arthur, sec'y; E. E. Caine and James E. Fickett, directors, and W. W. Percival, general mgr. Headquarters will be located in this city and H. L. Holley will remain with the firm in charge of the grain department. Flour mills at Elko and South Fork, Nev., Salt Lake, Ogden and Riverdale, Utah, and Laramie, Wyo., will be operated.

WASHINGTON

Molson, Wash.—A 44x100-foot, corrugated iron warehouse is being completed for the McDonald Grain Co.

Farmington, Wash.—The Palmerton, Moore Grain Co. has decreased its capital stock from \$50,000 to \$30,000.

Walla Walla, Wash.—Bert F. Owsley of Owsley & Case is on trial in the Superior court here for the alleged theft of two lots of grain valued at \$2,400.

Walla Walla, Wash.—Grain warehouses located near and in this city, Waitsburg, Dayton and Pomeroy can not make a handling charge this year to exceed \$1 a ton, which includes storage until Jan. 1, 1922, the state department of public works decided in an order made public recently covering warehouse operations south of the Snake River. While this is a slight reduction in general, these same operators must file a schedule of rates for the 1923 crop calling for 75 cents a ton handling charge, the department ruled. A few warehouses in this section now have the 75-cent rate and in these cases, the department gave authority to continue on the same basis.

WISCONSIN

Osseo, Wis.—The R. C. Field elvtr. has been rented by George Roberts of Hortonville.

Wrightstown, Wis.—We are not building an elvtr. as reported. We are only building a warehouse here.—A. G. Wells Co., per H. L. Wells, De Pere.

Franksville, Wis.—H. P. Hanson & Son have completed the erection of a 20x40-foot elvtr. and warehouse. Plans are being made to erect a coal shed and a building for storing machinery.

Cochrane, Wis.—We will no longer continue in the buying and selling of grain. R. E. Jones & Co. of Wabasha, Minn., have taken over the elvtr. here and will operate same in the future.—Cochrane Grain & Commission Co.

Almond, Wis.—The plant of the Almond Roller Mills, owned by Oscar Culver burned last month, the fire believed to have started from a back fire of the engine. Loss, \$10,000, not insured. Policies had lapsed just a few days before the fire.

Rhineland, Wis.—Our grain elvtr. and feed mill now under construction will be completed and ready to commence operations about Jan. 1, 1923. Capacity of the same will be 6,000 bus., with office and flour storage rooms in connection. We are installing a 20-inch Unique Ball Bearing Motor Driven Attrition Mill. Power thruout the plant will be driven by electricity. The building is of concrete block construction and cribbed bins.—Northern Hay & Grain Co.

MILWAUKEE LETTER.

The Hales Mlg. Co. has been incorporated for \$31,000 by De Witt V. Hales, Joseph Moore and H. L. Neacy.

Charles McMullen, a grain inspector of the Chamber of Commerce, was married to Miss Marion Lee last month.

Frank A. Frei and Earl L. Patterson have been elected to membership in the Chamber of Commerce. E. G. Hadden, additional, and G. H. Redford have transferred their memberships.

[Continued on page 774.]

Country Elevator Accounting

Closing the Year's Work

By C. A. Lovell

December 31 is just around the corner, and with it will come the necessity of closing the books of the business and taking a review of the results of the year's activity. It will also bring the annual task of making up a return of income and profits for Uncle Sam's tax gatherers, making it an important event and one which must be properly considered in order that information which the dealer obtains about his business may be correct and reliable in every detail.

Closing a well kept set of books is an easy task and an enjoyable one, especially if it happens that the business of the period shows a profit. Closing a set of books that is not complete and well kept is always unsatisfactory, and sometimes it is practically impossible.

As the last business day of the year approaches the dealer should be laying plans for the actual work of checking up his affairs. His several accounts receivable should be studied carefully in order that any uncollectible ones may be segregated for final charging off, and arrangements should be made to weigh and invoice all the grain and other commodities remaining on hand. Those who are using a fiscal year that does not coincide with the calendar year will, of course, not be thinking of closing their books just now, but the problem will come to them some day, and its solution will be no different in principle from that of the man who winds up his affairs and starts out anew each New Year's day.

Before the books can be closed it must be ascertained that the ledger is in balance, that is, that the total of all debits equals the total of all credits, and this is done by making a trial balance. Until its two sides are in exact agreement no further steps should be taken.

Accounts which should be charged off are those which have been found to be worthless. It would not be good business, however, to charge off an account and then forget all about it, because it is conceivable that it may become of some value at a later time, so a separate record should be set up to make it possible to locate charged off items when the need arises.

Charging off is a simple process. The loss and Gain Account in the ledger is debited for the proper amounts, and individual accounts affected are given corresponding credits to preserve the double entry status and to keep the ledger in balance. The necessary separate record may then be made by entering the amounts in an unused portion of the ledger, where they can be found, but where they will not interfere with the handling of live matters.

The **inventory**, in principle, is also simple; but in practice it frequently entails considerable hard work and much study. The first step is to ascertain the exact quantity of each commodity remaining on hand when business ends the last day of the year. So far as grain is concerned, quantities should be determined by actual weighing where that is possible, and measurements should only be accepted as a last resort. Each kind and grade of grain should be invoiced separately if that can be done, and commodities other than grain should be checked in the manner best applicable to each.

Inventory values may be computed on the basis of the original cost of the commodities, or on the current market price. Good practice is to take whichever price is lower, and this is permitted by income tax regulations. After

values have been figured, the proper amounts in dollars and cents should be entered on the credit side of the respective ledger accounts, in red ink, in the manner shown in the sample wheat account which is reproduced herewith. Cars in transit should be similarly treated, using sale prices if sold, and market values or cost, whichever is lower, if consigned.

The grain and other merchandise accounts will show, on their debit side, all the amounts that have been paid out during the year for the various commodities handled, and the credit side will show the amounts received from sales. In the sample that is used with this article, the entries of purchases and sales were made by monthly totals, these having been obtained from another book where details are kept. Many ledgers will show these individual items by days or by wagon and car loads, but the same end will be arrived at in either case.

Closing Commodity Accounts: After each grain and commodity account has received a credit entry for the inventory, the difference between the total of the debit and credit columns should be carried to the Loss and Gain Account. If the debits are greater than the credits the difference represents a loss; if credits exceed debits it is a profit.

When there is a loss it is placed on the credit side of the commodity account to cause

that to balance, and the loss is then transferred to the debit side of the Loss and Gain Account. When there is a profit the procedure is identical except that it goes on the debit side of the commodity account and the credit side of the Loss and Gain Account. The method of transferring a profit is shown on the accompanying samples.

The **expense account**, as well as all other accounts which represents losses, should be closed and their respective balances carried to Loss and Gain. If there be any miscellaneous accounts which contain gains, they, too, should be handled similarly. A balance should now be struck on the Loss and Gain Account, and it will then appear as shown in the sample down to the first horizontal ruling.

The dealer who is setting aside reserves for depreciation, taxes, etc., will now proceed to compute those items. Those who have not followed this practice should adopt it immediately.

Depreciation itself presents quite a problem in accountancy and in business policy, but the theory is that an amount should be set aside each year so that when the plant and machinery shall have outlived their usefulness there will be remaining in the business a sum of money sufficient to compensate for their original cost. Thus, if an elevator is expected to give service for 20 years with reasonable repairs, 5 per cent of its cost should be placed in reserve at each annual closing period. Percentages in individual cases will have to be worked out by each dealer himself, but the broad principle is that which has been stated.

The reserve for depreciation is a permissible deduction from gross profits for purposes

WHEAT ACCOUNT

Date	Items	Debit	Date	Items	Credits
1922			1922		
Jan. 1	Inventory.....	1,546.29	Jan. 31	Sales.....	4,368.27
Jan. 31	Purchases.....	2,021.89	Feb. 28	Sales.....	1,136.19
Feb. 28	Purchases.....	2,716.46	Mar. 31	Sales.....	2,207.15
Mar. 31	Purchases.....	1,139.17	Apr. 30	Sales.....	1,639.00
Apr. 30	Purchases.....	816.40	May 31	Sales.....	1,512.98
May 31	Purchases.....	722.00	June 30	Sales.....	1,378.46
June 30	Purchases.....	619.00	July 31	Sales.....	20,219.19
July 31	Purchases.....	18,369.43	Aug. 31	Sales.....	22,468.24
Aug. 31	Purchases.....	27,162.28	Sept. 30	Sales.....	15,398.26
Sept. 30	Purchases.....	20,439.18	Oct. 31	Sales.....	6,216.97
Oct. 31	Purchases.....	14,319.27	Nov. 29	Sales.....	12,693.86
Nov. 29	Purchases.....	10,695.16	Dec. 30	Sales.....	10,391.26
Dec. 30	Purchases.....	8,369.26	Dec. 30	Inventory "On Hand".....	9,206.14
Dec. 30	Gain.....	4,190.92	Dec. 30	Inventory "In Transit".....	10,293.74
		119,129.71			119,129.71
1923					
Jan. 1	Inventory O. H.....	9,206.14			
Jan. 1	Inventory I. T.....	10,293.74			

LOSS AND GAIN

Date	Items	Debit	Date	Items	Credits
1922			1922		
Dec. 30	Labor Account.....	3,069.75	Dec. 30	W. Frank, Partner.....	1,110.56
Dec. 30	Power Account.....	136.18	Dec. 30	Wheat Account.....	4,190.92
Dec. 30	Tel. & Tel.....	229.76	Dec. 30	Corn Account.....	2,612.11
Dec. 30	Repair Account.....	186.97	Dec. 30	Oats Account.....	1,362.12
Dec. 30	Int. & Exchange.....	336.76	Dec. 30	Barley Account.....	769.85
Dec. 30	Insurance.....	256.82	Dec. 30	Coal Account.....	496.79
Dec. 30	Taxes 1st ½ 1922.....	99.87			
Dec. 30	Misc. Expense.....	76.84			
Dec. 30	Supplies.....	112.42			
Dec. 30	Smith & Co. c/o.....	11.47			
Dec. 30	Brown Gr. Co. c/o.....	36.82			
Dec. 30	Balance.....	4,914.13			
		9,431.79			
Dec. 30	Reserve for Dep'n.....	400.00	Dec. 30	Balance.....	4,914.13
Dec. 30	Reserve for income tax.....	193.14			
Dec. 30	Reserve for last ½ 1922 taxes.....	99.87			
Dec. 30	J. Moore, Partner.....	1,110.56			
Dec. 30	Undivided Profits.....	2,000.00			
		4,914.13			

BALANCE SHEET

Assets	Liabilities
Elevator Plant.....	J. Moore, Partner.....
Furniture & Fixtures.....	W. Frank, Partner.....
Wheat on hand.....	Accounts Payable (not due).....
Wheat in transit.....	Drafts on grain in transit.....
Corn on hand.....	Notes Payable.....
Barley on hand.....	Reserve for depreciation.....
Coal on hand.....	Reserve for taxes.....
Cash in Bank.....	Undivided Profits.....
Accounts Receivable (good).....	
Accounts Receivable (disputed).....	
\$35,264.13	\$35,264.13

of the application of the income tax law, and it should be deducted before this tax is figured.

When any state, county or municipal taxes accruing in the accounting period under consideration are unpaid, they, too, should be provided for by reserve, and in the illustration herewith this is accomplished by the item, "Reserve for last half 1922 taxes." It is also assumed in this case that these taxes are permissible deductions before the income tax starts. In individual cases, however, it may be that some taxes will be in the nature of special levies which are not permissible deductions, but the dealer will have to determine this in the light of his own information.

Reserves having now been computed, they are entered on the debit side of the Loss and Gain Account in red ink. Accounts are then opened for these reserves if they do not already exist, and the proper amounts are carried from the Loss and Gain Account to the credit of each Reserve Account, this time using black ink.

The thought in changing the color of the ink used is that an item appears in black when it is in the place where it rightfully belongs and where it will remain permanently, while the use of red ink signifies that the entry is only placed there temporarily and that it is to be carried to the opposite side of another account.

Closing Loss and Gain Account: The amount remaining as a balance in the Loss and Gain Account is now to be disposed of. If the debits exceed the credits this balance is a loss; if the credits are the greater it is a profit. In the illustration a profit is assumed, losses being unwelcome things at best, and it has been disposed of by giving each partner an equal amount which consumes about half the net profit, while the remainder of \$2,000 is carried to Undivided Profits as a surplus left in the business.

Red ink entries are again made on the debit side of the Loss and Gain Account and the respective amounts are transferred to the partners' accounts and to Undivided Profits. Loss and Gain now balances evenly, and the books are closed for another year.

If, instead of a net profit, there is an actual net loss, the amount required to set the Loss and Gain Account in balance should be taken from the partners' accounts, or from Undivided Profits, if there be any.

If the business is owned by one individual instead of by a partnership, this owner's account takes the place that has been assigned to partners' accounts in the foregoing. In the case of a corporation the shareholders' interests are recorded in a separate stock record and the entry on the ledger is bulked into a Capital Stock Account, while the distribution of profits is made in the form of dividends which may be handled thru a dividend account in the ledger. It is the form and not the principle which varies according to the class of ownership.

Opening for the New Year: After the books have been closed the next step will be to open them for the succeeding year's business. All that will be necessary is to go thru the ledger and bring down inventory amounts on each commodity account as has been done with the Wheat Account reproduced herewith. These inventory figures are brought to the debit side of the page, and the accounting system is ready for the business of 1923.

The balance sheet and financial statement is properly made after the books are closed and opened again, and the figures for it are all to be obtained from the various ledger accounts. The first rule to be observed is that all debit balances are assets, and all credit balances liabilities, this rule holding good so far as the Balance Sheet is concerned whether the assets are of real or doubtful value.

A typical balance sheet for a country grain business is shown herewith, and for purposes of greater clarity the same amounts and names used in the preceding illustrations have been retained, with necessary additions to round out the whole. For a business owned by one individual the "Partner" accounts would be

dropped and there would be one account substituted therefor, as "John Jones, Owner." In the case of a corporation the corresponding liability item would be given as "Capital Stock."

The total of assets in the balance sheet must be exactly balanced by the total of liabilities, at least so long as the business is in a solvent condition. When the liabilities to persons outside the business increase to the point where they exceed the assets the capital or investment is impaired, and when this occurs the business is on dangerous ground if not actually insolvent.

On a balance sheet that is made up in a proper and intelligent manner the items will practically explain themselves, and will be understandable to any person versed in business matters. It will be necessary, of course, to explain such items as inventories, because the bare statement of their amount will give no idea as to how they were arrived at, and the same fact may exist with other items.

Accounts Receivable, in assets, and **Accounts Payable**, in liabilities, represent the totals of the balances of these respective accounts as they appear in the ledger. The individual names and amounts could just as well be set down in the Balance Sheet, but that would make it more voluminous and would give no real advantage. It is probable, however, that a banker who examines the Balance Sheet to determine the credit which he is willing to grant the business will want to know some details about the accounts receivable, who owes them, and whether they are financially responsible, also whether any of them are disputed; and he will want the accounts payable separated into those which are due and not due and those which represent only amounts advanced on drafts drawn against bills of lading covering grain shipments. It will be noted that such a division has been made in the illustration.

Loadings of Freight.

Loading of revenue freight for the week ending Nov. 25 totaled 955,495 cars, reports the car service division of the American Railway Ass'n. This was an increase of 282,030 cars over the corresponding week last year and an increase of 151,794 cars over the corresponding week in 1920.

Of the total, grain and grain products amounted to 54,790 cars, 414 cars less than the week before, but 19,631 cars more than the corresponding week last year. In the western districts alone, 36,203 cars were loaded with grain and grain products, an increase of 14,236 over the corresponding week in 1920.

For the week ended Nov. 18, 969,094 cars were loaded on American railroads, or about 23 per cent more than the corresponding week in 1921. Of this amount grain and grain products totaled 55,204 cars, an increase of 17,363 cars over the corresponding week in 1921.

Freight cars in need of repairs totaled 235,660 on Nov. 15, or 10.4 per cent of the cars on all lines. This was the smallest amount in need of repairs since February, 1921, and was a reduction of 14,300 since Nov. 1.

From Jan. 1 to Nov. 1 this year the railroads had 47,802 more new cars, either ordered and under construction, or installed in actual service, than during the entire year of 1921.

The freight car supply was 5,671 cars closer to the demand on Nov. 23 than it was the previous week, but was still 152,565 cars short. The shortage of box cars was 79,037, a decrease of 3,486 for the week.

Grain loadings on the Santa Fe for the week ended Nov. 23 totaled 2,187 against 1,998 cars the previous week and 1,359 the corresponding week in 1921.

During the first 21 days of November, the C. B. & Q. loaded 122,770 cars, compared with 98,185 cars during the corresponding period in 1921.

The C. R. I. & P. during the first 24 days of November reports loadings of 107,612 cars, compared with 94,513 the corresponding period in 1921.

The Illinois Central handled 195,255 cars during the month of November, compared with 149,224 during November, 1921.

The C. M. & St. P. received loaded from connections and loaded 150,150 cars during November, compared with 108,394 a year ago and on the C., T. H. & S. F. 15,021 carloads were handled against 8,445 a year ago.

A CORNER in the bean cake market is reported in Manchuria, China, one firm alone buying over 600,000 pieces, with the price rising steadily. At Dairen there are only 15,000 tons. Java has been buying the beans, 2,000 tons having been shipped in October, 1,000 tons in November and 5,500 to be shipped in December.

JULIUS H. BARNES, president of the Chamber of Commerce, in a letter to Chairman Lasker of the Shipping Board, proposes that the government withdraw its ships now used in coast-to-coast trade, as there are enough privately owned vessels to fully care for the commerce. Conditions which required the government ownership of the ships in the past are not likely to return.

A CONFERENCE, to provide means to help the farmers, will be held in New York City between prominent banking, political and export interests. Special consideration will be given to the Gould plan of financing grain exports, which provides for the purchase by the war finance corporation of drafts against shipments abroad; drafts to be drawn against and guaranteed by reputable foreign importers and then guaranteed by the foreign government where the grain is to be shipped.

New Elevator at Ingersoll, Okla.

The new elevator of the Kansas Flour Mills Co., at Ingersoll, Okla., has a capacity of 15,000 bus., with a total of eight bins, and is of fire-proof concrete construction.

Fire had destroyed two of the company's elevators earlier in the year and the company finds some satisfaction in rebuilding of concrete, two houses that are exact duplicates, at Ingersoll and at Tescott, Kan., one on the Rock Island and the other on the Union Pacific.

Grain is unloaded from the farmers' wagons over a combination truck and wagon dump and is elevated by a steel leg equipped with V Buckets and of 1,000 bus. per hour capacity. The power is supplied by a F.-M. Electric Motor. A steel manlift gives access to the head house. Grain is weighed into cars thru a Bird Automatic Shipping Scale.

The elevator, which is shown in the engraving herewith, was erected by the Monolith Builders, Inc.



New Elevator of Kansas Flour Mills Co. at Ingersoll, Okla.

Seeds

LOUISVILLE, KY.—Julius J. Wolff, member of the Central Seed Co., died recently, after a short illness.

THE MONTANA Seed Growers Ass'n will hold its annual seed show at the State College, Bozeman, Mont., Jan. 8, 1923.

JACKSONVILLE, FLA.—C. D. Mills, of the Mills Seed Store, died recently. New officers have been elected and business will continue.

OMAHA, NEB.—W. H. Small is now with the Nebraska Seed Co. here. He was formerly in business for himself at Evansville, Ind.

PARMA, IDAHO.—The Eagle Packing Co., a branch of the Western Seed Co., Denver, will erect a modern alfalfa seed cleaning plant here.

CINCINNATI, O.—Edward D. Lester, sec'y of J. M. McCullough Sons & Co., seed dealers here, died at his desk Dec. 2, from apoplexy. He was 57 years old.

SALISBURY, N. C.—The Dixie Seed Co. has been incorporated here for \$20,000. The incorporators are L. H. Gardner, Dewey Earnhardt and Edward Horah.

GRAND RAPIDS, MICH.—The Alfred J. Brown Seed Co. suffered a small loss due to fire recently. The sprinkler system flooded the first and second floors after the fire was out.

KNOX, IND.—The J. E. Osborn Seed House will be closed until February 20 when it will open again with a bigger and better assortment of new seeds, complying with the Indiana Seed Laws.

CHEBOYGAN, MICH.—The Keeney Seed Co. is discontinuing business here due to exorbitant taxes being paid on its buildings. Two warehouses will be dismantled, one going to Bozeman, Mont., and one to Le Roy, N. Y.

STOCKTON, CAL.—A temporary warehouse adjoining the main plant of the Standard Seed Farms Co. here, burned recently. Fire started from the exhaust of a tractor. No insurance had been placed on the temporary structure, so the loss was complete.

GRAND JUNCTION, COLO.—The alfalfa seed acreage was cut materially this year and yields have been very disappointing. We do not believe the total outturn in this district will be over 50% this year.—R. D. Dessert, sec'y, Grand Junction Seed Co.

ROCHESTER, N. Y.—The seed plant of L. P. Gunson Seed Co. burned recently with \$35,000 loss. The fire started in a room filled with grass seed and oats. A new two-story frame addition which was partly completed was damaged by water and smoke, but did not catch fire.

BURLINGTON, IA.—The Dehner Seed & Supply Co. is building a two-story building, 55x44

ft., to be used in addition to its present building which is 65x40 ft. The company succeeded Geo. W. Stone in 1916 and has greatly increased the business. Clover, timothy and other field and garden seeds are handled.

TOLEDO, O.—Many longs and shorts have traded over to the deferred futures. There is still some short interest in December, but not large. Toledo has a fair stock of clover, but only 3,918 bags of prime have been made up to date. This compares with 5,269 bags last year and 9,400 bags two years ago.—Southworth & Co.

BRANDON, MAN., Can.—Our crop of sweet clover this season has been very good, the grades running No. 1 and 2, rarely ever going to No. 3. The alfalfa crop is fair. Timothy is short, the seed will in all probability have to be imported. No seed of any quantity will be carried over from the last crop.—J. A. Young, A. E. McKenzie Co., Ltd.

MCGREGOR, IA.—The outlook for the seed crop is about the same here as last year. The timothy crop last season was fairly good but clover was short. There is very little alsike or alfalfa grown here. The timothy seed has mostly been marketed and very little is left in farmer's hands; much less than is usual at this time of the year.—F. G. Bell, Gilchrist & Co.

CONCORDIA, KAN.—There is apparently very much of a shortage of alfalfa seed, sudan seed and cane seed this year. Buyers have been very aggressive in buying these seeds from the country this year. There was very little carry over from 1921 crop of these seeds. When spring is here we look for shortage to result in very high prices.—Geo. Bowman, Bowman Bros. Seed Co.

NEW YORK, N. Y.—S. D. Woodruff & Sons experienced an unfortunate accident, Nov. 14, when the fourth floor of their warehouse collapsed, carrying with it the second and third floors. Solomon Midler, foreman of the seed department, was instantly killed and three assistants were injured. Rescue was made difficult due to "tear gas" arising from crushed onions in the ruins.

MINNEAPOLIS, MINN.—Charles S. Fellows, member of the Chamber of Commerce, and formerly of the Chicago Board of Trade, was killed by an automobile here Nov. 26. He came from Bangor, Me., in 1896, and associated with Albert Dickinson Co., holding various offices in the Twin City Trading Co., a subsidiary of the Dickinson Co. He was vice-pres. when he retired last August.

PENNSYLVANIA ranks first this year in the production of buckwheat, according to the Pennsylvania Dept. of Agriculture. The harvest amounted to 4,616,000 bus., or 34 per cent of the total crop. New York ranks second with 32 per cent of the total crop. West Virginia, Wisconsin, Michigan and Ohio are next in line, but none of the four will reach three-quarters of a million bus. this year.

Receipts and Shipments of Seeds.

Receipts and shipments of seeds at the various markets during November, compared with November, 1921, were as follows:

Nine months ending with September, are reported by the Bureau of Foreign and Domestic Commerce as follows:					FLAXSEED.				
					—Receipts—		—Shipments—		
					1922.	1921.	1922.	1921.	
IMPORTS					Chicago, bus..	331,000	57,000		
—September—					Duluth, bus..	912,035	867,483	1,007,442	
1922					Milwaukee, bus.			760,538	
1921					Minneapolis, bus.	54,340	19,320	41,045	
9 mos. ending Sept.					Ft. William, bus.	598,980	381,790	186,000	
1922					New York, bus..	1,021,677	669,949	1,050,483	
1921					Winnipeg, bus..	521,200		697,650	
						1,064,800			
Beans, bus.....					TIMOTHY.				
Peas, bus.....					Chicago, lbs..	2,048,000	3,198,000	3,943,000	
Castor beans, bus.					Milwaukee, lbs.	569,227	918,241	324,768	
Flaxseed, bus.....					New York, bags	2,362		2,942	
Red clover, lbs.,					Toledo, bags ..	1,752	4,150	184	
Other clover, lbs.								364	
Other grass seeds,					CLOVER.				
lbs.					Chicago, lbs..	1,479,000	2,040,000	1,187,000	
Sugar beet seeds,					Milwaukee, lbs.	586,985	328,507	892,552	
lbs.					New York, bags			11,995	
					Toledo, bags ..	8,373	5,766	2,757	
					KAFIR AND MILO.				
EXPORTS					Wichita, bus. ..	7,200		6,000	
Beans, bus.....									
Peas, bus.....									
Flaxseed, bus.....									
Clover seed, lbs.,									
Alfalfa, lbs.....									
Timothy, lbs.....									
Other grass seeds,									
lbs.									

MINNEAPOLIS, MINN.—November receipts of flaxseed in our northwestern terminals were 1,959 cars; last year 1,437 cars. The 200,000 bus. flax in Duluth belongs to crushers and it is probable if navigation remains open it will be shipped to eastern mills. Official records of receipts and shipments would indicate but little over 100,000 bus. in seed and oil in all positions in Minneapolis.—Archer-Daniels Linseed Co.

MANHATTAN, KAN.—The alfalfa crop was much lighter this year than last, on account of reduced acreage. The seed crop was light and there is a keen demand for all seed offered. Blue grass crop about the same as last year. Very little red clover, alsike and timothy grown in this district as we are too far west for these crops to do well. Very little seed of any kind carried over.—A. P. Fielding, Geo. T. Fieldings & Sons.

MILWAUKEE, WIS.—The volume of the seed crops in the past season was by no means excessive, and if anything, was below the ten year average. This, combined with the fact that the carry over was very slight, has given us an excellent market all fall, and as stocks today are not large and offerings from the country only moderate, every indication points to an excellent spring business, which should use, in a broad sense, all available supplies.—Courteen Seed Co.

Grain Trade News.

[Continued from page 771.]

The finance com'te of the Chamber of Commerce has determined the December rate of interest to be 6 per cent.

Jackson Bros. & Co. have been granted the privilege of transacting business in the Exchange Room of the Chamber of Commerce as members of the exchange.

The inspection shanty adjoining the elvtr. of the P. C. Kamm Co. was recently destroyed by fire which endangered valuable property in the vicinity. The actual loss was \$500.

Extensive improvements are being made to the plant of the Froedtert Grain & Malting Co., including the installation of new boiler equipment, hopper scale, additional trackage facilities, legs and spouts. The grounds surrounding the plant are also being attractively "groomed."

Two sterling silver trophy cups have been sent to Madison by the Chamber of Commerce which will be given as prizes in the Annual State Grain Show to be held next month. The Chamber has been offering trophies at the State Grain Show which is held under the auspices of the Wisconsin Agricultural Experiment Ass'n for thirteen years.

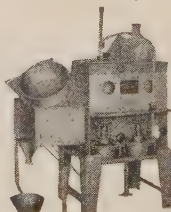
WYOMING

Powell, Wyo.—The Powell Elvtr. Co. has incorporated for \$50,000.

TESTS to compare the growing value of diseased corn and sound corn were made by Chas. Collins of La Prairie Township, Ill. He submitted a bushel of ear for testing to determine the diseased ears, and then planted two rows of each kind. The diseased corn, altho germinating well, gave a yield of 43.3 bus. per acre, while the disease free corn yielded 51 bus. to the acre. Other tests made by farm buros also resulted in a larger yield for disease free corn.

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Special 4-in-1 Percentage Scale, Grain Triers, Sample Pans, Dockage Sieves, etc.

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Seed Trade Reporting Bureau 1018 So. Wabash Ave., CHICAGO

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

E. B. Boyd, agent, in Supplement 40 to Circular 1-P gives rules, regulations and exceptions to classifications, effective Jan. 1.

E. B. Boyd, agent Western Trunk Lines, in Supplement 39 to Circular 1-P gives rules, regulations and exceptions to classifications, effective Dec. 15.

L. A. Lowrey, agent, in Supplement 3 to 20-M gives local and joint terminal charges, rules and regulations from or to points within the Chicago district on outbound and inbound freight; also rules governing intermediate service on freight traffic passing thru the Chicago District, effective Dec. 15.

A. T. & S. F. in Supplement 1 to 7481-1 gives joint and proportional rates on grain products and seeds from stations in Colorado, Kansas, Missouri and Oklahoma, also Superior, Neb., to points in Alabama, Arkansas, Kansas, Louisiana, Missouri, Mississippi, Oklahoma, Tennessee and Texas, effective Nov. 28.

C. R. I. & P. in Supplement 2 to 27537-H gives joint and proportional rates on grain, grain products, seeds, hay and broom corn from stations in Illinois, Iowa, Kansas, Minnesota, Missouri and Nebraska to stations in Illinois, Indiana, Kentucky, Michigan, New York, Ohio and Pennsylvania, effective Dec. 11.

C. & A. in Supplement 2 to 1596-G gives joint and proportional rates on grain and grain products from stations on the C. & A., C. & I. M. and C. & N. W., also from Louisiana, Mo., to Key West, Fla., Mobile, Ala., New Orleans, La., Pensacola, Fla., Port Chalmette, La., and Westwego, La., for export, effective Dec. 30.

C. R. I. & P. in Supplement 2 to 19690-J gives local, joint and proportional rates on grain, grain products, seeds and broom corn, from stations in Colorado, Kansas, Missouri, Nebraska, New Mexico and Oklahoma, also Council Bluffs, Ia., to Little Rock, Ark., and stations in Arkansas, Louisiana and Missouri, effective Dec. 26.

I. C. in Supplement 7 to 601-H gives local, joint and proportional rates on grain, grain products, hay and seeds from Iowa, Minnesota, and South Dakota, to Chicago, Peoria, Ill., St. Louis, Mo., Milwaukee, Wis., Minneapolis, Minn., Omaha, Neb., Ohio River Crossings and other stations in Illinois, Indiana, Iowa, Minnesota, Ohio, South Dakota and Wisconsin, effective Dec. 28.

C. R. I. & P. in Supplement 1 to No. 31408-D gives local, joint and proportional rates on grain, grain products, seeds and broom corn from stations in Colorado, Kansas, Missouri, Nebraska, New Mexico, Oklahoma, also Council Bluffs, Ia., and Memphis, Tenn., to Memphis, Tenn., New Orleans, La., and stations in Alabama, Arkansas, Kansas, Louisiana, Mississippi, Missouri and Oklahoma, effective Jan. 1.

I. C. in Supplement 2 to 1537-G gives local, joint and proportional rates on grain, grain products and cotton seed products and seeds from stations in Illinois, Indiana, Wisconsin, also Dubuque, Ia., St. Louis, Mo., to Chicago, Peoria, Ill., Milwaukee, Wis., Minneapolis, Minn., Paducah, Ky., St. Louis, Mo., Ohio River Crossings and other stations in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri and Wisconsin, effective Dec. 22.

C. R. I. & P. in Tariff 10389-H gives local, joint and proportional rates on grain, grain products and seeds from St. Louis, Mo., East St. Louis, Alton, Quincy, Ill., Hannibal, Mo., and stations in Illinois, Iowa, Minnesota, Missouri, South Dakota, and Armourdale (Kansas City, Kan.), Atchison and Leavenworth, Kan., also on grain and grain products from stations in Iowa, Minnesota, South Dakota, to Thebes, Ill., Evansville, Ind., and Louisville, Ky., when destined for Southeastern and Carolina territories, effective Dec. 11.

C. R. I. & P. in Supplement 10 to 2200-G gives local, joint and proportional rates on grain, grain products and seeds from Chicago, Moline, Peoria, Rock Island, Ill., Burlington, Clinton, Davenport, Keokuk, Muscatine, Ia., Minneapolis, Minnesota Transfer, St. Paul, Minn., and other stations, to stations in Illinois, Iowa, Min-

nesota, Missouri and South Dakota, including Kansas City, St. Joseph, Mo., Council Bluffs, Ia., Armourdale (Kansas City, Kan.), Atchison, Leavenworth, Kan., Albright, Omaha, and South Omaha, Neb., effective Dec. 18.

Scarcity of Labor Cause of Low Price for Farm Products.

Secretary of the Treasury Mellon in his annual report to Congress says the restriction of immigration and the general resumption of industrial activity have resulted in a scarcity of labor embarrassing to some lines of business. He adds, the railroads are suffering from undermaintenance and inadequate equipment, and are finding it difficult to move commodities to meet the demands of business. As a consequence farm products are selling too low at the farm and too high at the distributing centers.

Sec'y of Agri. Wallace in an address before the County Agents at Chicago last week said increased freight rates have made almost prohibitive the hauling of foodstuffs for long distances. As a result a revolution is being brought about which may rearrange the nation's farming system. Farmers of the east are beginning to grow more hay, alfalfa, and other grains which they previously received from the west, while growers in the west are being forced to raise more dairy products, fruits and other foodstuffs.

Books Received

METHODS OF WINTER-WHEAT PRODUCTION are described in full in the U. S. Dept. of Agriculture Bulletin No. 1094, by John S. Cole and A. L. Hallsted. A complete summary of the various methods indicates that the present average yield per acre is not as high as it should be. The most fertile field for the control of yields is the 90-day period between harvest and seeding. The more completely this is made a cultivation period the higher will yields rise above the minimum at which they now rest. An increase of 50 per cent is not impossible and some part of it should be realized thru greater timeliness and efficiency of operations. Government Printing Office, Washington, D. C.

FREIGHT TRAFFIC RED BOOK has been revised and enlarged in the 1923 edition. It has 100 new pages covering the following subjects—storage, transit privileges, payment of freight charges, parcel post, foreign commerce orders of the I. C. C., rules of practice before the U. S. Shipping Board and decisions of the U. S. Shipping Board. The following new forms have been added to the appendix: car record, weight agreement, Canadian Bs/L, Canadian customs invoice, and shipper's concealed loss and damage form. New tables have also been added: trunk line tentative mileage scales, Central Freight Ass'n class rate scales, New England scales, 25%, 33 1/3%, 35%, 40% advance rate tables and 10% reduced rate tables and parcel post table of charges. Revisions have been made in the following sections: rate bases, freight claims, lighterage, weights and weighing, freight tariffs, exports and import traffic and diversion and reconsignment. The Freight Traffic Red Book is 8x11 inches, contains 600 pages indexed and cross indexed for ready reference. The book is bound in full cloth and stamped in gold, printed on fine paper in large type. Each person who subscribes will receive free of charge all changes and supplements to any section of the book, up to Aug. 1, 1923. Traffic managers in all industries, commercial and industrial ass'ns and every branch of trade transporting commodities find the book of inestimable value to them and refer to it constantly because it is the last word on traffic information. Price, \$6; the Traffic Publishing Co., New York, N. Y.

CANADA exported 158,549,757 bushels of wheat to the United States, United Kingdom and other countries, during the year ending Aug. 31. This was an increase of more than 22,000,000 bus. over the exports of the previous year.

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× ×

To be modern in our ideas, yet to be conservative with it all is the policy of this company.

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A. B. C. Improved 5th Edition, contains a complete set of five letter code words for every expression in the former edition. Any two of these words may be combined and sent as one word, reducing telegraph tolls 50 per cent. Price in English, \$18.00.

Miller's Code (1917), for milling and flour trades, 3 1/2 x 6 inches, 77 pages, \$2.00.

Baltimore Export Cable Code, most popular and simplest code for export trade. Bound in red leather, third grain edition, 413 pages, size 7x9 1/2 inches, \$15.00; fourth edition, for grain, stocks, bonds and general merchandise, 160 pages, 6 1/2 x 9 inches, \$15.00.

Cross Telegraphic Cipher Code, for provision and grain trade. 145 pages, bound in flexible leather, \$2.00.

Your Name in gilt letters stamped on front cover of any of the above books for 35 cents extra. Any code upon short notice.

Grain Dealers Journal

309 S. La Salle Street,

Chicago, Ill.

Supreme Court Decisions

Carrier Must Not Keep Goods in Leaky Car After Arrival.—Though B/L gives carrier option of keeping goods in car as warehouseman, if not removed in certain time after notice of arrival at destination, it must not negligently keep them in a leaky car.—Hines, Director General, v. First Guaranty State Bank of Aubrey, Commission of Appeals of Texas. 243 S. W. 972.

Shipper not Liable for Freight on Misrouted Shipment.—Where neither a shipper nor his authorized agent were guilty of negligence in causing goods to be miscarried, he would only be responsible for freight charges provided for in the B/L issued to him at the time goods were delivered to the carrier.—L. & N. R. Co. v. James. Supreme Court of Alabama. 93 South. 701.

Loading Agent Has No Authority to Issue B/L for Cargo.—Under a charter party not containing a provision requiring the master to sign Bs/L as demanded, without prejudice to the charter party, held that a loading agent for the charter had no authority to issue B/L or collect freight, and that the master was the only person who had authority to do so.—Aktieselskabet Bruusgaard v. Standard Oil Co. U. S. Circuit Court of Appeals. 283 Fed. 106.

Sale of Margin Collateral by Bankrupt Broker.—Where stock brokerage firm placed securities belonging to its clients with its correspondent as collateral security, and the securities were sold by the correspondent, and the fund in the hands of the firm could not be identified as the proceeds of such sale on bankruptcy of firm, the owners were not entitled to priority of payment.—In re Clement D. Cates & Co. U. S. District Court, Florida. 283 Fed. 541.

Bank the Agent of Drawer of Draft.—Where a bank discounts a draft with B/L attached, and places the amount less the discount to the credit of the drawer, with the right to check on it, and reserves the right to charge back the amount if the draft is not paid, by express agreement or one implied in the course of dealing, and not by reason of liability on indorsement of the draft, the bank is an agent for collection, and not a purchaser.—Temple v. La Berge. Supreme Court of North Carolina. 114 S. E. 166.

Consignee Can Not Recover Freight, Demurrage and Warehouse Charges on Damaged Shipment Accepted.—Where, in an action for damages to a shipment of seed peas, the complaint was on the theory that plaintiff was entitled to the value of the peas at the point of delivery, if carried and delivered in good condition, less their actual value as tendered for delivery, having accepted the consignment in its damaged condition, he cannot recover freight, demurrage, and warehouse charges.—Feelyater v. C., M. & St. P. Ry. Co. Supreme Court of Wisconsin. 190 N. W. 193.

Wholesaler of Poisonous Feed Not Liable for Death of Stock.—Where a wholesale dealer in stock feedstuffs sold to a retail dealer therein a carload of hay, warranting it to be No. 2 alfalfa hay, sound and fit for stock feed, and such retailer sold it to his customer, who fed it to his mules, which were killed as the result of said hay being rotten and poisonous, under the principle above referred to there is no liability on the part of such wholesaler on his warranty to the subpurchaser for the loss of the latter's mules.—Pease & Dwyer Co. v. Somers Planting Co. Supreme Court of Mississippi. 93 South. 673.

Furnishing Cars in Time of Shortage.—Where a carrier seeks to excuse its failure to perform its obligations as to supplying itself with adequate transportation facilities because of an abnormally great and unforeseen demand for, or shortage of, cars, it assumes the burden of proving such alleged fact, and the question is for the jury. Where a prevailing shortage of cars was as evident and well known to a carrier on the date when it contracted to furnish cars as on the date when they were to be delivered, it must be presumed that its promise was made with due regard to its car supply, and such shortage is no defense.—Vander Zyl v. C., R. I. & P. Ry Co. Supreme Court of Iowa. 189 N. W. 953.

Arbitration.—A party who accepts payment in satisfaction of a voidable award, or of anything done by the opposite party in part performance, or receives fruits thereof, will be held to have ratified the award, and be estopped from thereafter questioning its validity or refusing to perform its terms.—Ames Canning Co. v. Dexter Seed Co. Supreme Court of Iowa. 190 N. W. 167.

Limitation of Time to Bring Suit Against Carrier.—Parties to a contract of interstate shipment made pursuant to the Act to Regulate Commerce, can not waive its terms by conduct or otherwise, including the two years and one day limitation as a defense to an action brought against it after that time, stipulated in the uniform B/L adopted by the carriers. Nor can such limitation as to time for bringing suit contained in such B/L, being the subject of special contract, be avoided by the shipper on the theory of unreasonableness; such provision, being the subject of special contract in the B/L, is not affected by the general statute of limitations, state or federal.—Wm. F. Mosser Co. v. Payne, Director General. Supreme Court of Appeals of West Virginia. 114 S. E. 365.

Chattel Mortgage and Warehouseman's Lien.—A chattel mortgage property filed under statute, antedating delivery of mortgaged wheat to a warehouseman, is valid against any subsequently asserted lien, including that of the warehouseman. Though a prior mortgagee later received a warehouseman's receipts to mortgage for his deliveries of mortgaged wheat, and saw thereon warehouseman's notations that advances for the grain had been made, such notations were not notice of a prior lien in the warehouseman, nor estoppel against mortgagee's priority. That a mortgagee received and cashed a check "in full settlement" from a warehouseman, having a junior lien who received mortgaged wheat, held not an accord and satisfaction such as to defeat mortgagee's recovery of the warehouseman's retained unpaid balance on the wheat, in view of statement accompanying check and referring to certain surrendered receipts.—First Nat. Bank of Ritzville v. White-Dulany Co. Supreme Court of Washington. 209 Pac. 861.

Compensation for Coal Sold at Fuel Administration Price.—Act Aug. 10, 1917, § 25 (Comp. St. 1918, Comp. St. Ann. Supp. 1919, § 3115½q), which authorizes the President to fix the price of coal, and to take over the plant of a producer who does not conform to the price so fixed, and provides that, if the price fixed or if the compensation for the business taken over is not satisfactory to the person entitled to receive it, such person shall be paid 75 per cent. of the amount determined, and shall be entitled to sue the United States to recover such further sum as in addition will make up just compensation, does not impose liability on the United States for the difference between the price of coal fixed by the Fuel Administration and just compensation to the purchaser for such coal, since the United States clearly did not intend to advance 75 per cent. of the price of coal sold to consumers, in addition to paying the difference between the price fixed and the just compensation, and the courts cannot insert in the statute a provision requiring the purchaser to

pay the price fixed, in order to impose liability on the government.—Pine Hill Coal Co. v. United States. Supreme Court of the United States, on appeal from the Court of Claims. 42 Sup. Ct. Rep. 482.

Two Verdicts Against the C. B. & Q. By Owen L. Coon.

Grain shippers on the C. B. & Q. will be interested in two court decisions obtained recently in the Municipal Court of Chicago.

In one, the Fiatt Farmers Co-Operative Co., Fiatt, Ill., was the plaintiff. It had shipped a car of grain in September, 1920, which was seven days in transit from Fiatt, Ill., to Chicago, Ill., a distance of about 190 miles. The C. B. & Q. freight claim department refused to acknowledge liability for negligent delay. The decision of the court awarded damages for all drop in the market occurring between the third morning after the bill of lading was issued and the day the car arrived.

In the other case, the Wataga Farmers Elevator Co., Wataga, Ill., was the plaintiff. It had billed a car of grain on Sept. 30th, 1920, too late to be picked up by any train before Oct. 1st, 1920. The car was inspected and sold Oct. 5th, having had to move a distance of some 150 miles in the meantime. The court awarded damages for all drop in the market between Oct. 3rd and Oct. 5th, allowing the defendant two days to move the car to destination.

Certain freight service inspectors of the C. B. & Q. have been liberally casting out information to their grain shippers that if they sued on just claims in Chicago, the railroad could make them come to Chicago for the trial and devote several days' time to the trial of the case, attempting by such statements to force the acceptance of unfair settlements. The untruth of these statements is apparent when it is realized that in the two above mentioned cases, neither of the plaintiffs came to Chicago, and, in fact, neither knew the case was to be tried upon that day. The entire case for the plaintiff was proved by one witness residing in Chicago, and certain railroad officials who were subpoenaed together with all their car records, schedules and train sheets by the attorney for the plaintiff.

These undisputed facts should cause shippers on the C. B. & Q. to look with suspicion upon many of the statements made to them by these freight service inspectors. They should realize that their purpose is not to make a just, fair settlement of the claims upon their merits, but to keep the shipper from recovery of as much of his loss sustained through the carrier's negligence as is possible.

In view of the fact that the C. B. & Q. freight claim department refuses to acknowledge any liability for loss sustained on cars negligently delayed, even in view of decisions of fair, unprejudiced court judges, shippers on that railroad should certainly ask themselves the question as to whether any railroad that so trifles with their legal rights should receive any consideration in the routing of competitive shipments where the C. B. & Q. can be made to receive the short haul.

IMPROVEMENTS on rivers, harbors and other waterways in the United States during 1923 will require \$71,515,410, according to recommendations of the chief engineers of the army. River and harbor improvements alone will require \$57,110,410.

A BILL, No. 12824, has been introduced to Congress by Mr. McLaughlin of Nebraska to amend the Federal Farm Loan Act. The law limits loans to one borrower to \$10,000. It is proposed, under the amendment, to permit loans not in excess of \$25,000 to a single borrower in the discretion of the Farm Loan Board, where the loan is for the purchase of land for agricultural purposes.

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References: Any bank, mercantile agency, commission firm or the editor of this publication.

Supply Trade

Omaha, Neb.—A com'ite of creditors of the Trapp-Gohr-Donovan Co. has filed a petition in bankruptcy and a receiver has been placed in charge of the affairs of the company.

Wichita, Kan.—Judging from prospects which have recently come to us, we believe that much of the building which has been deferred the past year or two in the elevator line will be done during the coming season.—Tom Curless, sec'y, Star Engineering Co.

Washington, D. C.—Weighing devices are brot within the scope of the federal authority by a bill, H. R. 11829, introduced by the chairman of the House Com'ite on Coinage. The Buro of Standards has requested a redraft of the bill so that the buro will prescribe the types of scales approved while the several states enforce the law. More Government in business.

Kansas City, Mo.—Regarding prospects for elevator construction during 1923, we would like to say that prospects in this territory are very good. Most of our business in the past has been with flour milling companies, and while there is not much activity along the lines of building new mills, we find that most of the millers are trying to figure out ways of reducing their overhead and handling cost by putting in improvements of one kind or another. We believe particularly that there will be a great deal of fire proof grain storage built next year for the mills of the Southwest.—A. R. Hettelsater, Jones-Hettelsater Const. Co.

New York, N. Y.—Complaint No. 928 has been filed with the Federal Trade Commission against the photo-engravers ass'n of New York for conspiring with the union to maintain prices. A similar complaint was filed some time ago against the Chicago ass'n of photo-engravers. Union members agreed not to work for engravers who did not maintain prices.

Chicago, Ill.—The Com'ite to Enforce the Landis Award was one year old Nov. 16 and has made a wonderful record of achievement. A record building boom has been fostered free from graft. The employment buro has filled 26,000 requests for mechanics in the 13 trades that refused to accept the award. The com'ite knows it is not out of the woods and will function next year. It will pay special attention to the further development of its free trade school, which already includes plumbing, carpentry, painting. Backing the Landis award com'ite are 1,200 contractors, 400 architects and 100 engineers, and they have had 83 per cent of all contracts awarded since May 1.

Minneapolis, Minn.—We have recently made the following installations: Sperry Flour Co., Stockton, Cal.; Moffat Flour Mills, Buffalo, N. Y.; Washburn Crosby Co., Minneapolis, Minn.; Leger Mill Co., Altus, Okla.; Alamosa Flour Mills, Alamosa, Colo.; Quaker Oats Co., Cedar Rapids, Ia.; Northwestern Milling Co., Little Falls, Minn.; Pillsbury Flour Mills Co., Minneapolis, Minn.; Slater Mill & Elev. Co., Slater, Mo.; Quaker Oats Company, Chicago, Ill., and Akron, O. Also 3 oat and 2 seed machines to England.—Carter Mayhew Mfg. Co.

Springfield, Ill.—Supervision of the construction of a building by a licensed and registered architect, in addition to the preparation of the plans, is demanded by the State of Illinois Department of Registration and Education. This will make the field work of the architect more costly and it would seem sufficient if it were left to the judgment of the architect as to how much personal supervision he should give, unless provided by his contract with the owner. V. E. Michels, superintendent of registration, writes, Dec. 8, that the erection of grain elevators comes within the scope of the Structural Engineering Act, rather than the Architectural Act. The Structural Engineering Act exempts from licensing

employees of registered structural engineers, or superintendents of construction in the pay of the owner.

Contract for Bulgarian Elevators.

A contract has been awarded to the Macdonald Engineering Co., of Chicago, for the design and construction of an entire system of grain elevators on the American plan for all of Bulgaria. The contract is between the Macdonald Engineering Co. and the Bank of Agriculture of Bulgaria, which is a Government institution organized for the financing and betterment of the agricultural interests.

Included in the contract are a terminal elevator at Varna on the Black Sea, with an initial capacity of 1,250,000 bus., to be extended later; an elevator of 1,000,000 bus. capacity at Bourgas on the Black Sea; and a third terminal export elevator of 1,000,000 bus. capacity at Dedeagatch on the Aegean Sea. The construction of the last named terminal is dependent upon Bulgaria getting from the Powers favorable action on her application for an outlet to the Aegean, as provided for by the Treaty of Nueilly.

On the Danube River, which is the main artery of trade for the Balkans, there will in the first instance be constructed twelve elevators for delivering shipments to and receiving from river barges. These elevators are to have a capacity ranging from 25,000 to 160,000 bus. each.

At interior railroad points the first construction program provides for a minimum of 45 elevators, generally corresponding to American country elevators, with a capacity ranging from 25,000 to 100,000 bus. each.

The total storage capacity to be built under the initial program is approximately 12,500,000 bus. When this amount is completed other country elevators, at points and with capacities to be decided, will be built under the contract.

The agreement with the Macdonald Engineering Co. includes central power stations, drying plants, wharves, and such other accessory construction and equipment as may be required at the various points. Two flour sheds, each to hold 10,000 tons of flour, will also be built at Varna under the contract. The total contract price is approximately \$10,000,000.

Bulgaria is almost wholly an agricultural country with industrious, thrifty, farmers, who produce wheat, corn and other grains of good quality. The country is capable of exporting in normal years approximately one million tons of grain. At present, the physical handling of the crop entails an enormous amount of hand labor, the greater part of which will be eliminated by the American elevator system. The new arrangements will also facilitate marketing, reliability of grades and dependable cleanliness.

The engineering work will be done at Sofia, the capital of Bulgaria, and active construction is expected to start during the 1923 building season. American designers and construction superintendents, experienced in grain elevator work, of which this company has long made a specialty, will be taken to Bulgaria as the nucleus of the organization for that country.

The negotiations with the Bulgarian Government have been carried on by Mr. W. Theodore Rivett-Carnac, British associate of the Macdonald Engineering Co. and by Mr. Robert P. Durham, vice president of the company who has spent much time in Bulgaria in the past two years making the necessary study of conditions.

THE FEDERAL TRADE COMMISSION will ask the Supreme Court for a review of the decision made in the case of the Commission v. various Baltimore grain firms regarding the right of the Commission to examine private books and papers of the grain companies. The decision given in the case denied the Commission right to examine the books and papers, altho the Commission claimed the Senate resolution gave it permission to do so.

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Clark's Wagon Load Grain Tables

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show the reduction of any weight of grain from 100 to 4090 pounds by ten pound breaks, to bushels of 32, 48, 56, 60 70 and 72 pounds.

Six tables printed in two colors, on both sides of three cards, size 5½ x 10½ inches. Price 65 cents, postage 4 cents.

GRAIN DEALERS JOURNAL
399 So. La Salle St. CHICAGO, ILL.

Patents Granted

1,437,042. Grain Separator. Clarence W. Carter, Minneapolis, Minn., assignor to Carter Mayhew Mfg. Co., Minneapolis, Minn. A plurality of disks rotatable in a container for the material to be separated have feed passages therein permitting the material to be fed therethru and, outward thereof, having separating surfaces and oblique propeller blades forming disk-supporting arms located within the feed passages thereof.

1,434,517. Grain Car. John W. Wingert, Wichita, Kan. The grain car has a bottom having a trough, therein, a guide provided with a plurality of openings, the guide so constructed as to have raised portions adjacent each opening slanting theretowards, a slide associated with the guide and provided with a plurality of openings and means for moving the slide in the manner and for the purpose specified.

1,436,200. Car Seal. George Sandifer, Moberly, Mo. The car seal is provided with an opening in one end, a fastening and sealing loop provided with an opening in its feed end, a spring secured within one end of a rectangular housing, pointing in a direction away from the opening and having its free end engaging one of the inner walls of the housing, and a second spring provided with a slightly curved end secured in the opposite end of the housing.

1,436,372. Mechanism for Removing Useful Fiber from Seeds. Arthur A. Vardell, deceased, late of Dallas, Tex., by H. G. Vardell, executrix. The mechanism has a rotary means for tearing the fiber from the seeds, primary means for separating motes, thrown centrifugally outward from the rotary means, from the fiber, means for delivering the separated fiber from the machine and secondary means comprising an open air gap for separating motes from the fiber on its way to said delivering means.

1,434,606. Corn Sheller. Albert E. Gillman, Ottawa, Ill., assignor to King & Hamilton Co., Ottawa, Ill. The corn sheller has in combination, a shelling concave provided with a delivery aperture thru one end thereof, a shelling cylinder, journaled in the concave, gearing for rotating the cylinder, a discharging roller journaled at the end of the concave adjacent the delivery aperture and extending at least partly into the concave and connections from the gearing to force out thru the aperture material delivered to the roller by the cylinder.

1,436,029. Elevator Feeding Device. James C. French, Chicago, Ill., assignor to F. C. Austin Machinery Co., Chicago, Ill. In combination with a portable bucket elevator, a plate carried by the elevator and disposed below the buckets

thereof in position to be pushed edgewise into the heap, so that the buckets while traveling along the upper surface of the plate may scoop up the materials thereon, supporting means holding the plate fixed against movement relatively to the elevator, and mechanism for sweeping the materials over the surface of said plate and into the buckets of the elevator.

1,435,419. Force-Feeding Attachment for Corn Shellers. John D. Peters, Westfield Township, Plymouth County, Ia. The corn sheller and self-feeder communicating therewith having partitions longitudinally thereof and conveyors between the partitions, has a force feeding attachment mounted on the self-feeder. The force feeding attachment comprises of a driven shaft and beaters on the shaft adapted to extend between the partitions in the vertical planes of the conveyors and engaged the ears of corn in the conveyors.

1,435,693. Weighing Beam for Automatic Weighing Machines. Baltus Boulogne, Soerabala, Java, Dutch East Indies. In connection with an automatic weighing machine is a pivotally mounted bell-crank shaped weighing beam, a receptacle to receive matter to be weighed arranged on one arm of the beam and adapted when supporting material to tilt the weighing beam in one direction, a predetermined counterbalanced weight mass arranged on the other arm of the beam for returning beam to normal position, and means for stopping the movement of the beam by the return of the weighing receptacle to its original position by the weight mass when material has been discharged from the receptacle.

Grain Elevators for India.

The project to erect grain elevators for cleaning and storing wheat in India was considered by the Punjab Communications Board at its August meeting, according to Consul Avra M. Warren, Karachi, Sept. 6.

The Sutlej project irrigation works are well under way and soon will demand a government policy for the economical development of the millions of acres of reclaimed land. The problem of grain production in the Punjab rests upon a favorable solution of storage and transportation facilities.

At Karachi, importance was attained as a wheat port without a single elevator or other facility for bulk movement. The market depended entirely upon the continuance of cheap labor and Indian-made sacks for hand cleaning, packing and loading.

The secretary of the Communications Board has outlined a plan for concessions to private enterprise for erecting small grain elevators at important points in the Nili Bar colony, which is a million-acre section of reclaimed land suitable for wheat and other grains. The plan would connect small elevators by light railways to the larger railroads at the terminals.

TRADING in grain futures is not gambling, was the verdict of the circuit court in Kansas City, Nov. 23. The Brush Farmers Co-op. Elevator Co., Brush, Colo., sued a Kansas City grain company to recover \$2,200 which its manager lost on five deals on the board of trade at Kansas City. The manager is said to have made the transactions without the knowledge or permission of the company.

Insurance Notes.

THE ARKANSAS law imposing a 5 per cent tax on gross premiums paid for insurance on Arkansas property in companies not licensed to do business in the state has been held invalid by the Supreme Court of the United States. The St. Louis Cotton Compress Co. appealed to the court and won the decision. The company had insurance, placed in St. Louis, on its Arkansas property for the reason that premiums were 15 per cent less than those asked by Arkansas insurance companies.

Nebraska Farmers Meeting.

The twentieth annual convention of the Nebraska Farmers' Co-operative Grain and Live Stock Ass'n was held at Hotel Rome, Omaha, on Nov. 21, 22 and 23.

"The Possibilities of Wheat Improvement" was the subject on which H. M. Bainer, director of the Southwestern Wheat Improvement Ass'n, addressed the dealers. He stated that rotation of crops would help the quality of wheat in Nebraska as well as the use of better seed.

A demonstration and address on "Gluten Content of Wheat" was given by Chauncey Abbott, Jr., of the Omaha Flour Mills Co. The display which accompanied his address showed loaves of bread made from various grades of Nebraska wheat, the size of the loaves reflecting the grade of the wheat.

F. G. Smith, U. S. Grain Supervisor in Inspection Efficiency, spoke on the "Protein Content as a Basis for Marketing Wheat." Mr. Smith's address appeared in full on page 696 of the Grain Dealers Journal for Nov. 25.

John W. Gamble of the First National Bank spoke on "Financing Your Business." F. W. Betts, of Chicago, gave an address on "Proper and Adequate Accounting," and urged a day by day system of accounting.

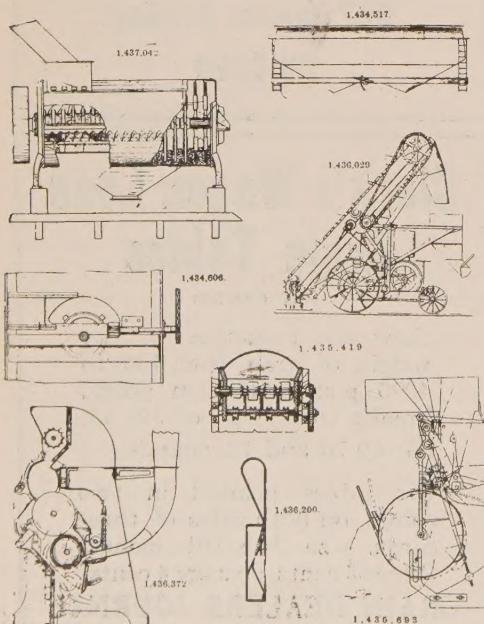
S. S. Carlisle, pres. of the Omaha Grain Exchange, Geo. B. Powell, chief of the inspection and weighing department, and J. A. Kuhn, traffic manager, invited the delegates to submit to them any questions they desired answered with reference to the operation of the exchange. Many questions were asked and valuable information was given to their auditors.

The ass'n voted in favor of the supplemental irrigation project south of the Platte River and in the vicinity of Phelps, Dawson, Kearney and other counties.

The following officers were elected: J. S. Canady, Minden, re-elected pres.; J. R. Morris, Chappell, vice-pres.; J. W. Shorthill, Omaha, sec'y-treas. Directors elected were Henry Bock, David City and W. C. Bahnke, Stratton.

A banquet was tendered to delegates by the Omaha Grain Exchange and it was decided to hold the next meeting at the same place.

AT THE second annual meeting of the Conference for the Prevention of Grain Rust, held at University Farm, St. Paul, Minn., Nov. 14, a resolution was adopted to ask congress to appropriate \$500,000 for the continuation of the barberry eradication war next year.



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Winter Hazards

Elevator fires are generally more heavy during the winter months. Heating and lighting hazards, "cold" engines, and a let-down in care are responsible.

We are putting on a campaign to reduce the number of elevator fires this winter. YOUR elevator should not burn from a preventable cause if YOU are careful.

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Many fires can be averted, and other necessary duties performed more quickly and conveniently by installing a Barnard-Moline Safety Man-Lift, which is especially designed for use in small flour mills, feed mills, grain elevators and warehouses.

Fire Insurance Companies endorse and recommend the installation of Man-Lifts and allow a proportionate reduction in rates where they are installed in grain elevators.

The Barnard-Moline Safety Man-Lift consists of a cab 28 x 30 inches by 7 feet 7 inches high, equipped complete with rope sheave, bump spring, wood guides, balance and counterbalance weights, also steel hoisting cable, hand and trailing ropes of proper length for height of cab travel.

It requires a space, approximately $3\frac{1}{2} \times 5\frac{1}{2}$ feet on each floor, which allows sufficient room for getting on and off the cab. A space ten feet above level of top floor is required for clearance of sheave wheel on top of elevator shaft.

EQUIPPED WITH DOUBLE SAFETY STOP DEVICE

Under the floor of the cab is a pair of adjustable brake clamps, the jaws of which embrace both sides of the wood guides, enabling the operator to stop the cab anywhere and lock it.

Attached to the top frame of cab is a pair of automatic safety catches, to one end of which the steel hoisting cable is secured. These safety catches operate on the guides and automatically stop the cab in case the hoisting cable should break.

EASY TO OPERATE

To ascend, the operator, after balancing his own weight with the counterbalance weight, gets on cab, presses down on foot lever and gives the hand-rope a slight pull downward. When he has reached the required landing station he merely removes his foot from the foot lever, which applies the brakes, stops and positively locks the cab in this position until brakes are released by operator stepping on foot lever. To descend, pull hand-rope upward.

WHEN WRITING FOR PRICES give us the measurement from lowest to the highest floors between which you wish the Man-Lift to travel. Prices will be quoted on either steel or wood, as desired.

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